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ANNUAL REPORT

OF

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THE NEW-YORK CENTRAL RAIL-ROAD COMPANY,

FOR THE

Year Ending September 30th, 1855,

MADE TO THE

BOARD OF RAIL-ROAD COMMISSIONERS

OF THE

STATE OF NEW-YORK,

Under Chapter 140 of the Laws of 1850, and Chapter 526 of the
Laws of 1855.

ALBANY :

WEED, PARSONS AND COMPANY, PRINTERS.

1855.

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1855.

OFFICE OF THE NEW-YORK CENTRAL RAIL-ROAD CO., }

ALBANY, *December 11th*, 1855. }

TO THE BOARD OF RAIL-ROAD COMMISSIONERS
OF THE STATE OF NEW-YORK:

The annexed Report has been prepared in obedience to the acts Chapter 140 of the Laws of 1850, and Chapter 526 of the Laws of 1855, and of the circular of your Board in reference thereto.

JOHN V. L. PRUYN,
President Pro Tem.

STATE OF NEW-YORK, }
CITY AND COUNTY OF ALBANY, } ss:

JOHN V. L. PRUYN, President *pro tempore*, and Treasurer of THE NEW-YORK CENTRAL RAIL-ROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally duly sworn, each for himself deposes and says, that the statements in the annexed Report, signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

JOHN V. L. PRUYN.
C. VIBBARD.

Subscribed and sworn to before me
this Eleventh day of December, }
1855.

J. STERNBERGH, *Com'r of Deeds.*

OFFICE OF THE NEW YORK CHIEF OF POLICE

ALBANY, N. Y. 12212

REPORT

OF THE NEW YORK CHIEF OF POLICE

IN RESPONSE TO THE REQUEST OF THE NEW YORK LEGISLATURE
FOR A REPORT ON THE STATE OF THE POLICE DEPARTMENT
FOR THE YEAR 1911

PREPARED BY THE NEW YORK CHIEF OF POLICE

ALBANY, N. Y. 12212

THE NEW YORK CHIEF OF POLICE
ALBANY, N. Y. 12212
IN RESPONSE TO THE REQUEST OF THE NEW YORK LEGISLATURE
FOR A REPORT ON THE STATE OF THE POLICE DEPARTMENT
FOR THE YEAR 1911
PREPARED BY THE NEW YORK CHIEF OF POLICE
ALBANY, N. Y. 12212

REPORT

Of THE NEW-YORK CENTRAL RAIL-ROAD COMPANY to the BOARD OF RAIL-ROAD
COMMISSIONERS of the STATE OF NEW-YORK, made pursuant to Chapter
140, of the Laws of 1850, and Chapter 526, of the Laws of 1855,

Being for the Year Ending September 30th, 1855.

1. Capital.
 2. Amount.
- Stock as by Charter :*
of Stock Subscribed :

Capital Stock fixed by the Consolidation Agreement, dated the 17th day of May, 1853,
a copy of which is on file in the office of the Secretary of State, entered into under
and in virtue of chapter 76 of the Laws of 1853, including \$18,100, the amount
of the Convertible Bonds of one of the former companies therein referred to, and
still outstanding, divided into Shares of \$100 each, \$23,085,600 00
This Company, as before reported, held under lease the Road of
The Rochester and Lake Ontario Railroad Company, of The Buffalo
and Niagara Falls Railroad Company, and of The Lewiston Railroad
Company. These leases were for the terms of the respective charters
of those Companies, this Company paying to the Stockholders of
those Roads, the like dividends as to its own Stockholders. Under
an act of the legislature (chapter 302 of the Laws of 1855), authority
was given to exchange, at par, the Stock of the several Companies
above named, for that of this Company. As this exchange, if effected,
rendered separate organizations for those Companies unnecessary,
and no additional charge was created against this Company, it was
at once proceeded with. On the 30th of September, 1855, the fol-
lowing amounts of these Stocks had been exchanged for that of this
Company:

Carried forward, \$23,085,600 00

Brought forward,	\$2	3,085,600 00
Of the Rochester and Lake Ontario Railroad Co.,	\$142,000 00	
“ Buffalo and Niagara Falls “ “	500,850 00	
“ Lewiston “ “	207,350 00	

As the exchange of these Stocks is progressing, and the whole amount is eventually expected to be presented for that purpose, the entire Capital Stock of those Companies is now included, as follows:

The Rochester and Lake Ontario Railroad Co.,	\$150,000 00	
“ Buffalo and Niagara Falls “ “	565,000 00	
“ Lewiston “ “	400,000 00	
	<u> </u>	1,115,000 00
	\$2	<u>4,200,600 00</u>

3. *Amount of Capital Stock paid in, as stated in the last Report,*..... \$2 3,067,415 00

4. *Total Amount of Capital Stock now paid in :*

The amount of the Capital Stock of this Company now paid in, including the outstanding Convertible Bonds above referred to, is \$23,085,600 00

The amount of capital paid on the Stock of the three Companies whose Roads are held under lease as above mentioned, is as follows :

The Rochester and Lake Ontario Railroad Co.,	150,000 00	
“ Buffalo and Niagara Falls “ “	565,000 00	
“ Lewiston “ “	354,260 69	
	<u> </u>	\$2 1,154,860 69

5. *Amount of the Funded Debt, according to the last Report,*..... \$1 1,947,121 04

6. *The total amount of the Funded Debt, is now as follows :*

Debt Certificates or Premium Bonds (issued to the Stockholders, under the 15th Article of the Consolidation Agreement), dated 1st of August, 1853, payable 1st of May, 1883, with interest at the rate of 6 per cent per annum, from the 1st of May, 1853, payable semi-annually in the city of New-York, on the 1st of May and 1st of November,	\$8	894,500 00
Carried forward,	\$8	<u>894,500 00</u>

Brought forward, \$8,894,500 00

(The premium on the \$18,100 in amount of Convertible Bonds, above stated, is included in this sum. The amount of \$312,900 at par of these certificates has been purchased for the Sinking Fund, provided for their payment, by the 16th Article of the Consolidation Agreement. Between the 30th of September, 1855, and the verification of this Report, a further purchase of \$37,900 in amount of these certificates has been made for the Sinking Fund,—making the whole amount held for the Fund \$350,800, at par, which have cost on the average, including accrued interest at the time of purchase, $89\frac{82}{100}$ per ct.)

Debts of the former Companies composing the line, assumed under the 5th Article of the Consolidation Agreement, viz :

THE ALBANY AND SCHENECTADY RAILROAD COMPANY,

5 per cent, bond and mortgage, payable	
1864,.....	\$125,000 00
7 “ “ bonds now due, and payable	
on presentation,.....	7,000 00
	<hr/> \$132,000 00

THE SCHENECTADY AND TROY RAILROAD COMPANY,

6 per cent, State Stock issued pursuant to chapter 299,	
of the Laws of 1840, payable in 1867,.....	100,000 00

The interest on this amount is to be paid by the City of Troy until the 1st of March, 1858.

THE SYRACUSE AND UTICA RAILROAD COMPANY,

7 per cent, bond now due, and payable on presentation,	1,000 00
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THE ROCHESTER AND SYRACUSE RAILROAD COMPANY,

5½ per cent, State Stock issued in aid of the Construction	
of the Auburn and Rochester Railroad, under chapter	
195, of the Laws of 1840, payable in 1860 and	
1861,.....	\$200,000 00

Deduct the amount of the Sinking Fund in the hands of the Comptroller, created under the act of the legislature referred to, as shown by the Report of that officer for 1854,\$82,153 63

Carried forward,...	\$82,153 63	\$200,000 00	\$233,000 00	\$8,894,500 00
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Brought forward, ..	\$82,153 63	\$200,000 00	\$233,000 00	\$8,894,500 00
Add amount since paid to the				
Fund by this Company,	4,000 00			
	<u> </u>	86,153 63		
		<u> </u>	\$113,846 37	
5 per cent, State Stock, issued under chapter 293 of the Laws of 1838, in aid of the construction of the Auburn and Syracuse Railroad, payable in July, September and October, 1858,	200,000 00			
7 per cent, bonds of the Company, payable in June, 1856,	25,000 00			
	<u> </u>	338,846 37		

THE BUFFALO AND ROCHESTER RAILROAD COMPANY,
 7 per cent, bonds of the Company, payable 1st of October, 1856, \$100,000 00
 5½ per cent, State Stock issued in aid of the construction of the Tonawanda Railroad, under chapter 200 of the Laws of 1840, payable in 1865, ..\$100,000 00
 Deduct the amount of the Sinking Fund in the hands of the Comptroller, created under the act of the Legislature, referred to, as shown by the Report of that officer for 1854,\$30,087 46

Add amount since				
paid to the Fund				
by this Company, 1,500 00	<u> </u>	31,587 46		
		<u> </u>	68,412 54	
			<u> </u>	168,412 54

THE ROCHESTER, LOCKPORT & NIAGARA FALLS R. R. Co.,				
7 per cent bonds of the Company (since paid at maturity), 1st November, 1855,	\$18,000 00			
7 " " " 1st May, 1857,	156,000 00			
7 " " " 1st Aug., 1861,	300,000 00			
	<u> </u>	474,000 00		

				1,214,258 91
Carried forward,	\$7			10,108,758 91

Brought forward, \$10,108,758 91

The interest on all except one, of the debts assumed for the former Companies, is payable semi-annually, and all are payable in the city of New-York except two, which are payable in the city of Albany.

These debts were reported in 1853, without reference to the Tonawanda Railroad Sinking Fund, at \$1,861,823.62, and in 1854, at \$1,263,030.23. The whole amount paid by this Company on the principal of this indebtedness, is \$648,216.25, which has been taken from Capital, otherwise applicable to the Construction Account, and should be again funded, whenever it may be deemed proper to finish the double track and improvements on the direct line.

Bonds of the Buffalo and Niagara Falls Railroad Company, assumed by this Company under the agreement, by way of lease, between the two Companies before referred to, payable, \$2,000 in 1857, \$1,000 in 1858, \$2,000 in 1859, and \$50,000 in 1864, with interest at the rate of 7 per cent per annum, payable semi-annually in the city of New-York, on the \$50,000, payable 1st January and 1st July, and on the residue on 1st May and 1st November, \$55,000 00

Bonds to the Stockholders of that Company, under the agreement above referred to, dated 1st of February, 1854, payable 1st of May, 1883, with interest at the rate of 6 per cent per annum, from the 1st of July, 1853, payable semi-annually on the 1st of May and the 1st of November, in the city of New-York, .. 110,800 00

165,800 00

Bonds given for Railroad Stock held by the former Companies, under Acts of the Legislature, purchased under the 9th Article of the Consolidation Agreement, dated 1st of August, 1853, payable 1st of May, 1883, with interest at the rate of 6 per cent per annum, from the 1st of May, 1853, payable semi-annually, on the 1st of May and the 1st of November, in the city of New-York, 817,000 00

Bonds issued at different times for the purchase of Real Estate, payable 1st of May, 1883, with interest at the rate of 6 per cent per annum, payable semi-annually, on the 1st of May and the 1st of November, in the city of New-York, 230,000 00

Carried forward, \$11,321,558 91

Brought forward, \$11,321,558 91

Two parcels of property at Albany, occupied by the Company are held under leases (convertible into a fee), given to the Albany and Schenectady Railroad Company; the aggregate amount of rent per annum being \$3200.

The Directors have lately resolved to establish a Sinking Fund, for the payment of the three issues of Bonds by this Company, last mentioned, the details as to which remain to be arranged, and will be stated in the next Report.

Bonds and Mortgages (some existing before Consolidation), assumed and given for part consideration of Real Estate purchased, payable at various times up to 1863, with interest at the rate of 7 per cent per annum with one exception, the item named below, which is at the rate of 6 per cent, 199,383 41

(It is claimed that \$4,282.50 of the amount above named, should be paid by one of the former Companies.)

Bond issued to the New-York, Albany and Buffalo Electro-Magnetic Telegraph Company, for the exclusive use, for Railroad purposes, by this Company, of one of the wires of said Telegraph Company, payable 1st of May, 1860, with interest from 1st of May, 1855, at the rate of 6 per cent per annum, payable semi-annually, at the office of the Treasurer of this Company, 10,000 00

Amount outstanding, of the \$3,000,000 7 per cent Convertible Bonds of this Company, of the issue of 15th June, 1854, payable 15th June, 1864, interest payable semi-annually, on the 15th of June and the 15th of December, in the city of New-York, with the privilege of converting the principal into the Stock of the Company, at par, on the terms therein mentioned, at any time between the 15th of June, 1857, and the 15th of June, 1859, 2,931,800 00

Total amount of funded debt, September 30, 1855, \$14,462,742 32

The Company holds the following assets, in addition to its Road, Equipment, and supplies on hand, as hereinafter stated.

While the proceedings to perfect the Consolidation were in progress, an arrangement was authorized by the representatives of the former Companies, in reference to the South Shore Line of Steamboats on Lake Erie, which led to an expenditure of capital by this Company, of \$144,469 98

Carried forward, \$144,469 98

Brought forward,		\$144,469 98
Deduct \$100,000 of this amount carried to profit and loss by order of the Directors of this Company, on 26th of July, 1855,		100,000 00
		<u>\$44,469 98</u>
Loan to the Michigan Central Railroad Company,		182,670 47
(This loan was made to aid the Michigan Central Railroad Company to construct two steamers for the North Shore Line of steamboats on Lake Erie. Although this Company is not legally liable to share the loss, if any, which may take place on the investment, it is honorably bound to do so, under a proper management of the line by the Michigan Central Company.)		
Stock of the Buffalo and State Line Railroad Company, held pursuant to the authority of chapter 147 of the Laws of 1850 :		
Amount purchased from the former Companies on Consolidation,	\$262,750 00	
20 per cent premium allowed on same, ...	<u>52,550 00</u>	
		\$315,300 00
Proportion of increased Stock, at par, taken since Consolidation,	<u>105,850 00</u>	
		421,150 00
Real Estate purchased from The Buffalo and Niagara Falls Railroad Company, under the provisions of the lease and agreement with that Company, supposed not to be essentially necessary at that time to the transaction of its business,	\$37,500 00	
Deduct amount since sold,	<u>5,000 00</u>	
		32,500 00
Stock of the Lewiston Railroad Company, convertible when issued, into Stock of this Company,		142,110 69
(Under an arrangement with the Lewiston Railroad Company, that Company is to issue Stock, within the limits of its Capital, in such manner as the Central Company may direct, to represent the advances made by the Central Company for the Construction Account of the Lewiston Company. These advances amounted on the 30th of September, 1855, to the sum named above.)		
Amount paid on Troy Union Railroad Stock, under arrangement before consolidation, pursuant to chapter 255, of the Laws of 1851,...		717 50
Bills receivable,	\$295,188 54	
Carried forward,	<u>\$295,188 54</u>	<u>\$823,618 64</u>

Brought forward,.....	\$295,188 54	\$823,618 64
Cash on deposit in 43 Banks and Banking Houses, on the 30th of September, 1855,	\$466,754 72	
From this should be deducted the amount paid in October, 1855, for disbursements on account of expenses previously to 30th September, 1855, the amount of which disbursements is included in the state- ments hereinafter contained,.....	26,304 65	
	<hr/>	440,450 07
		<hr/>
		\$735,638 61
The Company, during the year, as heretofore, made contracts for Engines and Cars, which were paid for on delivery, in part, by acceptances of the Company on time. The amount of these outstanding, after the close of the accounts for disbursements for September, 1855, was \$44,414.25. [The whole of this amount, with the exception of \$11,500, has been paid before the verification of this Report,]		
	\$44,414 25	
Acceptances on account of the Construction Account of the Lewiston Railroad, matur- ing in 1856 and 1857,	79,802 51	
Trustees of the Utica and Schenectady Rail- road Company, balance of account,	43,449 25	
At the request of the Trustees of the late Buffalo and Rochester Railroad Company, this Company retained the first coupon on the Debt Certificates delivered to the Stockholders of that Company, to await the settlement of its debts by the Trus- tees. The amount of the coupons so retained is.....	34,635 00	
Amount remaining unadjusted with The Buffalo and Niagara Falls Railroad Com- pany, for expenditures on Construction Account and for surplus Real Estate,....	10,876 56	
	<hr/>	213,177 57
		<hr/>
		522,461 04
		<hr/>
		\$1,346,079 68
		<hr/>

7. *Floating debt, according to last report :—None.*

8. *The amount now, of floating debt :*

9. *Total amount now, of funded and floating debt :* }

The Company has no floating debt. Its whole indebtedness, except for current expenses, which are paid monthly, has been already stated.

10. *Average rate per annum of interest on funded debt, 6.228 per cent, or a little less than 6½ per cent.*

Cost of Construction and Equipment.

	By last report.	To present time.
11. 12. For Graduation and Masonry,.....	\$6,548,610 31	\$6,700,438 36
13. 14. For Bridges,.....	719,673 93	783,104 54
15. 16. For Superstructure, including iron,.....	9,388,456 21	9,914,580 62
17. 18. For Passenger and Freight Stations, build- ings and fixtures,.....	860,302 78	981,265 94
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures,.....	568,876 59	650,733 96
21. 22. For Land, Land Damages and Fences, ...	3,501,060 62	3,590,290 92
23. 24. For Locomotive Engines and Fixtures, and Snow Ploughs,.....	1,904,931 95	2,019,058 26
25. 26. For Passenger and Baggage Cars,	636,262 53	781,973 46
27. 28. For Freight Cars,	1,210,104 19	1,356,119 48
29. 30. For Engineering and Agencies,	569,095 30	583,165 51
31. Total by last Report,.....	<u>\$25,907,374 41</u>	<u>\$27,360,731 05</u>

The Capital Stock of the three roads held under lease, having been included in the amount of the Capital Stock of this Company, as before stated, their Construction Accounts are now added, as follows :

THE ROCHESTER AND LAKE ONTARIO RAILROAD,

At the amount of its Capital Stock, \$150,000 00

THE BUFFALO AND NIAGARA FALLS RAILROAD,

Capital Stock,..... \$565,000 00

Carried forward, \$565,000 00 \$150,000 00 \$27,360,731 05

Brought forward,	\$565,000 00	\$150,000 00	\$27,360,731 05
Bond Debt assumed,	69,670 00		
Amount paid on account of Depot and Improvements at Buffalo, pursuant to the terms of the lease, ...	\$49,348 00		
Deduct, amount before in- cluded in the Construction Account of this Company, 25,096 44			
	<u>24,251 56</u>		
		658,921 56	

THE LEWISTON RAILROAD,

Amount expended,	354,260 69		
			<u>1,163,182 25</u>
Total, to present time,			<u>\$28,523,913 30</u>

In the form of Report furnished by the Railroad Commissioners, a heading is given for the "*Estimated value of the property of the Company*," under most of the particulars embraced in the above Construction and Equipment Account. The assets of the Company, beyond its road and rolling stock, are stated in this Report. But the requisition in other respects being new, it would be necessary, in order to answer it in any other manner than by assuming the amount already named as the true value, to make a special examination of the condition, and an appraisalment of the value of the line of road and works, and of the Real Estate belonging to the Company, as well as of its rolling stock, for which no sufficient time has elapsed since its receipt. The Construction Account of this Company, at the time of its first Report, after the Consolidation in 1853, was made up from the returns of the former Companies composing the line, with as much accuracy as was possible with the materials furnished for that purpose, and the expenditures since that time by this Company have been added to the amounts thus ascertained. It is, we believe, admitted, by all who are acquainted with the matter, that the condition of the line, and of the rolling stock, has been very greatly improved since the consolidation, independent of the expenditure on the Construction Account.

With regard to the Real Estate of the Company (as to which subject reference is made in a note appended to the form furnished by the Commissioners), it is believed that the same extent of line, with like depot, freight and cattle grounds, could not be procured at this time, owing to the general appreciation in value of Real Estate, which has taken place since the location of the Road, and especially of those sections

of it which were first constructed, at less than twice the amount of its original cost. It may, in our opinion, be safely assumed that the property of the Company, under the different heads referred to, is on the average worth fully what it is stated to have cost.

Characteristics of Road.

32. Length of road,	555 $\frac{8.8}{100}$ Miles.
33. " " laid,	555 $\frac{8.8}{100}$ "
34. " double track including sidings,	306 $\frac{2.0}{100}$ "
35. " branches owned by the Company, laid,	258 $\frac{1.3}{100}$ "
36. " double track on the same, [between Niagara Falls and the Suspension Bridge,]	2 "
37. Weight of rail per lineal yard on main track,	56 to 75 lbs.
38. The number of locomotive engine houses and shops,	32
Number of locomotive engines,	188
" passenger cars, first class,	187
" baggage, mail and express cars,	62
" second class and emigrant cars,	76
" freight cars,	2,100

The length of the main line of road from Albany to Buffalo, 297 $\frac{7.5}{100}$ Miles.

Additional lines, as follows :

Troy to Schenectady,	21	Miles.
Syracuse to Rochester (the old line) <i>via</i> Auburn and Geneva,	104	"
From Batavia to Attica,	11	"
Rochester to Suspension Bridge,	74 $\frac{7.5}{100}$	"
Lockport Junction to Tonawanda, on the line from Lockport to Buffalo,	12 $\frac{2.5}{100}$	"

In the report of last year, the length of the line from Rochester by way of Lockport to Buffalo, was stated to be 81 miles; and from Lockport to the Suspension Bridge, 19 miles; but as the route from Lockport west for 2 $\frac{1}{2}$ miles to the Junction, is used for both lines, that distance has been deducted in the

Carried forward,	223 Miles.	297 $\frac{7.5}{100}$ Miles.
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Brought forward, 223 Miles.

297 $\frac{7.5}{100}$ Miles.

foregoing statement, and the distance given on the line to Buffalo, from the Junction to Tonawanda, where it intersects the line from Buffalo to Niagara Falls and Lewiston. The whole distance from Lockport to Buffalo is 25 $\frac{2.5}{100}$ miles.

Leased roads worked by this Company, and forming part of their line, as before stated.

The Rochester and Lake Ontario road assumed under the consolidation agreement, running from the Junction with the main line, 1 $\frac{6.2}{100}$ mile west of Rochester, to Charlotte, at the mouth of the Genesee river,

6 $\frac{8.8}{100}$ “

The Buffalo and Niagara Falls, and Lewiston roads running from Buffalo by way of Niagara Falls to Lewiston on the Niagara River, near Lake Ontario,

28 $\frac{2.5}{100}$ “

 258 $\frac{1.3}{100}$ “

Total length of line,

 555 $\frac{8.8}{100}$ Miles.

An exchange of the Stock of the leased lines for that of this Company having been authorized, as before stated, and mostly already effected, it is intended hereafter to omit specifying them as leased lines, and to include them in the general description of the Company's road.

The length of the line, from Buffalo to Lewiston, was stated in the report of last year, to be 31 miles. The length of the Lewiston road had not then been accurately ascertained, but on a survey of the whole line, during the past year, the result, above stated, has been determined.

The whole length of line was reported last year at 562 $\frac{7.5}{100}$ miles; the difference of 6 $\frac{8.7}{100}$ miles between that report and the present, is accounted for, by the explanations given above.

The whole length of the first track, laid on the main lines and branches, measuring the length of the road, exclusive of second tracks and sidings,...

555 $\frac{8.8}{100}$ Miles.

The length of second track, laid on main lines and branches, (exclusive of sidings and turnouts less than one mile in length,).....

222 $\frac{2.5}{100}$ “

The length of sidings, turnouts and switches laid on main lines and branches,

83 $\frac{2.5}{100}$ “

The total length of equivalent single track laid on main lines and branches, adding to the length of the first track, the length of the second track, sidings and turnouts,.....

 862 $\frac{0.8}{100}$ “

The Character and Length of Bridging.

Of Wood.	No. of structures.	No. of spans.	Length of bridging, in feet.
Trestle Bridging,	70	556	14,733
Truss Bridging, less than 20 ft. span,	16	145	1,840
“ “ from 20 ft. to 50 ft. span,	48	166	4,526
“ “ “ 50 “ 100 “ “	40	79	7,307
“ “ “ 100 “ 150 “ “	21	27	3,233
“ “ “ 150 ft. span and over,	4	4	784
“ “ for farm and road crossings,	64	65	2,670
<i>Other bridges, as follows :</i>			
Stringer Bridges (Wood),	40	43	628
“ “ less than 20 ft. span,	11	14	159
“ “ “ than 50 “ “	6	6	155
<i>Of Iron, as follows :</i>			
Stringer Bridge,	1	1	23
Draw Bridges,	1	1	19
Total,	322	1,107	36,077

Crossings.

	NUMBER OF			
	Above grade.	Below grade.	Level with grade	Total.
Farm crossings,	13	95	1255	1363
Road “	32	140	412	584
Street “	14	10	205	229
Crossings of other Railroads,	2		14	16
Total,	61	245	1,886	2,192

Switches.

Whole number (single),	815
Number with permanent tenders,	665
“ without “ “	150

Dimensions of Earth and Rock Work.

		Feet.
EXCAVATIONS.	Width at grade, line for single track, (generally),	26
	“ “ double “ “	38
EMBANKMENTS.	Width at grade, line for single track, “	13
	“ “ double “ “	26
Slopes in earth,	“	1½ to 1
“ rock,	“	<u>¼ to 1</u>

Culverts.

	Number.
Box culverts,	983
Arched culverts, 3 to 6 feet span,	82
“ 6 to 12 “	37
“ 12 to 20 “	7
“ 20 feet span and over,	<u>4</u>

All the culverts are of stone.

Ballasting.

The material used for ballasting, on all the lines, is gravel and sand, and averages from thirteen to twenty-six feet wide, by one to two feet deep.

Cross Ties.

Number per mile, average,	2,139
Average length, in feet,	8
“ thickness, in inches,	6
“ bearing surface, in inches,	8
Kinds of timber,	Oak, Chestnut, Cedar and Elm.

Chairs.

Number per mile, average,	528
Kind of material (wrought or cast iron),	cast & wro't
Average weight of wrought iron chairs,	12 lbs.
“ “ cast “ “	22½ lbs.

Iron Rails.

The road having been constructed in sections, through a series of years, and by different corporations, it followed that rails of many patterns were used, but our information on this subject is not at this time sufficiently minute to state with accuracy, the amount of each. The iron on the road is principally of the six following descriptions: three patterns of the compound or continuous rail; one weighing sixty-five pounds, and the other two each seventy-five pounds per lineal yard; and three patterns of the T rail, weighing respectively fifty-six, sixty-five and seventy pounds per lineal yard. On that part which is completed of the second track, between Syracuse and Buffalo, the three descriptions of compound rail referred to have been exclusively used. The rails, which are re-rolled, to be used in replacing worn out rails on the line, are uniformly of the T rail pattern of sixty-five pounds to the yard.

Gradients, Alignment and Elevations.

The maps and profiles of the road, received from the former Companies, are quite incomplete; and so many changes have been made since the original construction of the different sections of the line, that many of the inquiries on these points cannot now be satisfactorily answered.

It is expected during the coming year, to make a survey of the entire line of road, when the additional information needed will be obtained.

Buildings, Shops and Fixtures.

CHARACTER.	NUMBER OF BUILDINGS.	
	Brick or stone.	Wood.
Passenger houses,.....	10	50
Freight ".....	16	56
Repair shops,.....	12	13
Water stations,.....	59	44
Engine houses,.....	14	11
Wood sheds,.....		115
Dwellings,.....	8	70
Turntables,.....		26
<i>Other buildings, as follows :</i>		
For tools and hand cars,.....		14
For Lumber.....		2
Stables and all other buildings,.....		22
	119	423

Aggregate number of stalls for locomotive engines, 196

" length of wood sheds, most of them substantially roofed,.... 24,398 feet.

Equipment.

Number of Locomotive Engines owned by the Company, on 30th September, 1855.

Weighing 12 tons and under, with wood and water,.....	7
" 12 to 16 tons, " ".....	5
" 16 to 20 " ".....	20
" 20 to 25 " ".....	108
" 25 to 30 " ".....	41
" 30 and over, " ".....	7
Total,.....	188

Condition of same.

In use and in good repair,	126
In shop for repairs,	19
Not in shop but requiring repairs,	36
Old and nearly worn out,.....	7
	188

NOTE.—Weight of tender not included.

Number of Cars,

Owned by the Company on 30th September, 1855.

DESCRIPTION OF CARS.	In good repair.	Requiring slight repairs.	Total.
First class passenger cars on eight wheels, seats for 40 to 60 passengers,	162	20	182
“ “ “ “ “ “ “ “ 60 and over “	5	.....	5
Second class cars,	4	.....	4
Emigrant “	50	22	72
Baggage, express, and mail cars,	54	8	62
Covered freight and cattle cars, 8 wheels,	996	325	1321
Open or platform cars, 8 wheels,	372	57	429
Other freight cars on 4 wheels,	65	.....	65
Gravel cars on 4 wheels,	245	40	285
Total number,	1953	472	2425

Business of the Year.

40. Miles run by the passenger trains,	1,941,521
41. " " " " freight "	1,410,371
" " " " gravel and construction trains,	138,654
" " " " wood trains,	164,028
Aggregate miles run by all the locomotive engines hauling pas- senger cars,	} For answer see 40 and 41.
The same hauling freight cars,	
It becomes necessary occasionally to add an extra engine to a heavy train for a short time. The distances thus run by the second engine are not included.	
Aggregate miles run by cars in passenger trains,	11,502,800
Aggregate miles run by cars in freight trains,	23,139,998
43. Number of passengers carried in cars,	2,717,477
44. " " miles traveled by passengers,	169,052,341
45. " " tons of 2000 pounds, of freight carried in cars,	670,073
46. " " miles carried, or total movement of freight in miles,	99,605,836
47. Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	21 $\frac{2.5}{100}$
48. Rate of speed of same, when in motion,	28
Emigrant trains, average speed of, including stops,	17 $\frac{6.6}{100}$
Rate of speed of same, when in motion,	20 $\frac{4.0}{100}$
49. Average rate of speed adopted by express trains, including stops, ...	29
50. Rate of speed of same, when in motion,	35
51. Average rate of speed adopted by freight trains, including stops (miles per hour),	11 $\frac{8.8}{100}$
52. Rate of speed of same, when in motion (miles per hour),	15
53. Average weight in tons (2000 lbs.) of passenger trains, exclusive of passengers and baggage,	103 $\frac{6.20}{2000}$
The same including passengers and baggage,	130 $\frac{6.80}{2000}$
Average number of passenger cars run per train during the year, on the main and side lines together, as nearly as can be determined, .	5
54. Average weight in tons of freight trains, exclusive of freight,	161 $\frac{17.3}{2000}$
Average weight in tons of freight trains, inclusive of freight,	302 $\frac{3.56}{2000}$
Average number of freight cars run per train during the year,	16

The estimated weight in tons of passenger trains hauled one mile during the year, not including the weight of the passengers and baggage, 201,379,920 $\frac{325}{2000}$

The same of freight trains, not including the weight of the freight, 226,391,561 $\frac{892}{2000}$

42. Rate of fare charged for first class passengers, per mile, 2 cents.
(A small reduction has at times been made on fare for a long line owned by several companies, or at competing points.)

Rate of fare charged for second class passengers, per mile, 1 $\frac{33}{100}$ cents.

“ “ “ emigrant “ “ $\frac{83}{100}$ “

Average rate of fare charged for all classes of passengers, per mile, .. 1 $\frac{917}{1000}$ “

Rate per ton per mile, charged on first class freight, 5 $\frac{443}{1000}$ “

“ “ “ “ second “ 4 $\frac{218}{1000}$ “

“ “ “ “ third “ 3 $\frac{512}{1000}$ “

“ “ “ “ fourth “ 2 $\frac{768}{1000}$ “

Average per ton per mile of the foregoing rates, 3 $\frac{986}{1000}$ “

Somewhat reduced rates are at times taken for heavy freight in large quantities.

Number of Way and Through Passengers.

First and Second Class also Emigrants, for each month, and the aggregate number of miles traveled by all.

MONTHS.	FIRST CLASS.		SECOND CLASS & EMIGRANTS.		Total Through.	Total Way.	Total Passengers of all classes.	Total miles traveled by all passengers.
	Through.	Way.	Through.	Way.				
October,..... 1854.	17,592	254,008	10,615	2,844	28,207	256,852	285,059	17,733,321
November, "	10,494	207,930	6,575	2,876	17,069	210,806	227,875	14,175,944
December, "	5,895	166,560	3,695	2,012	9,590	168,572	178,162	11,083,333
January, 1855.	4,696	168,686	1,569	1,325	6,265	170,011	176,276	10,966,007
February, "	5,703	126,631	1,494	1,146	7,197	127,777	134,974	8,396,638
March, "	9,425	178,648	916	1,205	10,341	179,853	190,194	11,831,836
April, "	14,697	201,262	5,103	2,350	19,800	203,612	223,412	13,898,304
May, "	15,839	207,385	7,144	2,342	22,983	209,727	232,710	14,476,726
June, "	13,348	211,502	5,958	1,986	19,306	213,488	232,794	14,481,952
July, "	13,636	247,836	3,892	2,503	17,528	250,339	267,867	16,663,818
August, "	15,593	249,420	4,433	1,654	20,026	251,074	271,100	16,864,941
September, "	17,733	271,543	5,489	2,289	23,222	273,832	297,054	18,479,521
Totals,	144,651	2,491,411	56,883	24,532	201,534	2,515,943	2,717,477	169,052,341

In the above classification, through passengers include those only, who purchased tickets for the whole length of the road. All others, including those who actually passed over the whole line, but stopped on the way, and purchased tickets at different points, are called way passengers. Many of these should strictly be classed as through passengers.

Classification, Tonnage and Total Movement of Freight,

Forwarded on the New-York Central Railroad, for each Month during the Year ending September 30, 1855.

MONTHS.	Products of the Forest.	Products of Animals.	Vegetable Food.	Other Agricultural Products.	Manufactures.	Merchandise.	Other Articles.	Total Tonnage per Month.	Total movem't per Mo. in miles.
October, . . 1854, lbs.	7,044,277	24,907,848	26,163,840	2,654,574	8,912,014	18,985,900	15,996,317	52,332	8,034,988
November, " "	4,483,403	28,328,056	32,938,943	1,821,467	20,726,166	18,864,524	14,050,111	60,606	9,636,361
December, " "	4,539,469	22,931,002	50,669,501	2,123,149	9,751,773	13,079,226	7,450,231	55,273	6,882,450
January, . . 1855, "	7,406,651	18,527,148	56,289,111	1,897,181	9,512,262	9,327,589	13,278,465	58,119	7,597,295
February, " "	5,572,227	16,717,027	28,465,890	1,622,933	7,822,912	10,656,199	7,912,128	39,384	5,869,671
March, . . " "	7,337,139	19,092,496	50,561,626	3,003,956	11,798,921	22,294,957	18,032,597	66,061	9,339,903
April, . . . " "	6,243,053	17,759,338	59,852,287	2,537,887	12,463,919	31,012,971	16,709,212	73,289	10,706,458
May, " "	5,525,964	25,130,673	59,781,802	1,039,165	9,074,348	23,038,043	23,267,160	73,429	9,137,648
June, " "	7,304,968	22,943,530	27,691,210	503,907	7,880,813	14,466,399	10,111,067	45,451	7,182,591
July, " "	5,891,913	21,585,872	17,329,816	398,946	6,465,286	11,382,566	9,375,930	36,215	5,749,316
August, . . " "	8,912,762	21,667,792	25,542,597	543,910	7,602,454	16,681,510	10,974,740	45,963	7,818,497
September " "	5,680,335	22,856,801	53,923,102	1,436,387	8,268,727	20,833,382	14,900,240	63,951	11,650,658
Total wt. in tons,	37,971	131,224	244,605	9,792	60,140	105,312	81,029	670,073	99,605,836
" movem't in miles,									

Recapitulation.

Of the Classification, Tonnage, and Total Movement of Freight.

	Tons.
Products of the forest,	37,971
“ of animals,	131,224
Vegetable food,	244,605
Other agricultural products,	9,792
Manufactures,	60,140
Merchandise,	105,312
Other articles,	81,029
Total of all classes of freight,	670,073
Aggregate distance in miles of the movement of all,	99,605,836

Expenses of Maintaining Roadway and Real Estate.

For the Year ending September 30, 1855.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of road-bed and railway,	\$657,290 20	\$380,018 35	\$277,271 85
57. Depreciation of way,*			
58. Cost of iron used in repairs, included in answer 56.			
59. Repairs of buildings,	56,325 71	32,621 81	23,703 90
60. Repairs of fences and gates,	8,340 56	4,800 98	3,539 58
Repairs Mohawk Turnpike,	3,076 62	1,782 09	1,294 53
61. Taxes on real estate,	111,529 47	64,601 40	46,928 07
62. Totals,	\$836,562 56	\$483,824 63	\$352,737 93

* We have no account of this kind. The road is now in better condition than at any time since the consolidation, and the outlay necessary to maintain it in good order is at once charged to expenses.

63.

Details of Expenses

INCLUDED IN THE PRECEDING STATEMENT.

For removing slides in cuts, opening ditches, raising and widening the embankments,	\$7,261 00
For repairs and renewals of masonry in culverts, bridge abutments and piers, cattle guards and passes,	6,750 00
For repairs of retaining, slope and vertical walls,	
For ballasting, including the cost of land from which the material was procured,	64,750 00
The repairs and use of the engines and cars engaged in the transportation of all materials used in repairs,	4,850 00
The length in feet of the iron rails used in renewals of all tracks which have once been charged to construction, 235,465 feet or $44\frac{6}{10}$ miles nearly.	
The weight of the same,..... 5,339,332 lbs. or $2,669\frac{1332}{1000}$ tons.	
The cost of the iron rails and the expense of laying them down, including the value of chairs and spikes,.....	\$184,869 00
The number and kind of cross ties renewed,..... 41,950, principally oak.	
The cost of the same, including the expense of laying them down,.....	\$40,347 00
The cost of adjusting the track,	190,195 39
Aggregate of wages paid to watchmen, signal men, switch tenders, &c.,..	55,717 34
The cost of repairs of fences and gates, farm and road crossings,	15,032 42
The cost of new fences and gates, farm and road crossings,	1,550 00
The cost of repairs and renewals of truss bridges, where they have been originally charged to construction,	18,265 00
The same of passenger, freight, wood and water stations,	14,307 32
The same of engine and car houses, machine and work shops,	6,220 50
The rents paid for the use of buildings for depots, offices, dwellings, &c.,	8,460 67
For insurance on property and buildings,.....	The Company is its own insurer.

The requisition of the Commissioners as to this statement of details, being new, and the books of the Company not having been kept in all cases with reference to the above classifications, many of the results are arrived at by approximation.

Cost of Repairs of Machinery.

For the Year ending 30th September, 1855.

	AMOUNT.	ALLOTTED TO	
		Passenger Trans- portation.	Freight Trans- portation.
64. Repairs of engines and tenders,	\$400,392 30	\$231,919 79	\$168,472 51
65. Depreciation of engines and tenders (see previous remarks as to depreciation.)			
66. Repairs of passenger and baggage cars, ..	175,807 78	175,807 78	
67. Depreciation of passenger and baggage cars (see previous remarks as to depre- ciation.)			
68. Repairs of freight cars,	122,579 49		122,579 49
69. Depreciation of freight cars (see previous remarks as to depreciation).			
70. Repairs of tools and machinery in shops,	30,558 53	17,700 76	12,857 77
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., at shops,	49,022 69	28,395 48	20,627 21
72. Totals,	\$778,360 79	\$453,823 81	\$324,536 98

Cost of Operating the Road.

73. Office expenses, stationery, &c.,	\$7,587 58	\$4,312 12	\$3,275 46
74. Agents and clerks,	177,462 58	71,518 10	105,944 48
75. Labor, loading and unloading freight, ...	126,078 34		126,078 34
76. Porters, watchmen, and switch tenders, .	137,566 17	79,682 65	57,883 52
77. Wood and water station attendance,	48,021 10	27,815 33	20,205 77
78. Conductors, baggagemen, and brakemen, .	145,002 03	95,071 84	49,930 19
79. Enginemen and firemen,	151,848 51	73,341 56	78,506 95
80. Fuel, cost and labor of preparing,	589,830 61	341,648 98	248,181 63
81. } 82. } Oil and waste,	126,007 15	72,987 03	53,020 12
83. }			
84. Loss and damage of goods and baggage, .	35,083 84	8,249 83	26,834 01
85. Damages for injuries to persons,	43,839 43	25,393 18	18,446 25
86. Damages to property, including damages by fire and cattle killed on road,	12,280 94	7,250 73	5,030 21
87. General superintendence,	27,706 43	16,346 75	11,359 68
88. Contingencies,	158,217 59	100,277 58	57,940 01
89. Totals,	\$1,786,532 30	\$923,895 68	\$862,636 62

90. The above statements, from 56 to 89 inclusive, are made as requested by the Commissioners, with the view of showing the amounts chargeable to the business of the year, as nearly as possible, and are not in all cases the sums actually paid during the year.

Recapitulation of Expenses.

	AMOUNT.	ALLOTTED TO	
		Passenger Trans- portation.	Freight Trans- portation.
Maintaining roadway,	\$836,562 56	\$483,824 63	\$352,737 93
Repairs of machinery,	778,360 79	453,823 81	324,536 98
Operating,	1,786,532 30	923,895 68	862,636 62
Total,	\$3,401,455 65	\$1,861,544 12	\$1,539,911 53

Earnings, Receipts and Payments.

Earnings and Receipts :

91-95. From passengers,	\$3,242,229 19
92-96. From freight,	3,189,602 90
93-97. From other sources,	131,749 05
	<u>\$6,563,581 14</u>

Payments other than for Construction.

98. For transportation expenses, viz :	
For passenger business,	\$1,861,544 12
“ freight “	1,539,911 53
	<u>\$3,401,455 65</u>
99. For interest on funded debt,	\$839,928 10
“ account debt certificate sinking fund,	111,182 38
	<u>951,110 48</u>
100. For dividends, Nos. 3 and 4,	1,919,484 00
“ dividend No. 2, deferred from last year,	956,283 08

Details of Earnings

For the Year ending September 30, 1855.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passenger,	\$132,089 50	\$79,401 50	\$45,981 50	\$32,662 02	\$38,637 36	\$58,840 00	\$105,838 50
Way "	257,732 65	196,423 69	149,149 15	137,218 39	103,281 81	155,842 01	173,296 58
Through freight,	106,704 10	120,727 86	68,897 97	65,021 80	74,592 16	134,869 00	135,532 22
Way "	146,847 40	164,519 21	163,423 10	164,822 94	94,963 49	176,107 30	208,453 71
Express freight, &c.,	6,046 47	6,154 75	5,400 00	5,400 00	4,800 00	12,598 84	10,960 26
Transportation of mails, .....	.....	.....	.....	19,912 50	.....	.....	20,187 50

EARNINGS.—(Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total for the year.
Through passenger,	\$118,174 00	\$104,983 00	\$72,455 00	\$94,245 50	\$108,298 50	\$991,606 38
Way "	185,958 43	183,756 01	216,896 05	232,720 81	258,347 23	2,250,622 81
Through freight,	143,337 91	99,400 28	75,981 42	100,854 05	163,788 20	1,289,706 97
Way "	161,730 14	100,333 11	81,924 84	103,067 99	154,099 88	1,720,293 11
Express freight, etc.,	10,558 15	8,065 08	7,535 20	9,047 94	9,307 44	95,874 13
Transportation of mails,	13,615 00	6,807 50	6,807 50	6,807 50	9,591 19	83,728 69
Dividends and interest, .....	.....	.....	.....	.....	.....	80,999 64
Miscellaneous, .....	.....	.....	.....	.....	.....	50,749 41
Totals, .....	.....	.....	.....	.....	.....	\$6,563,581 14

101

Value of Materials on hand,

On 30th September, 1855, as follows :

Wood, cords of,	118,784	\$379,877 25
At average cost,	\$3.20 nearly	
Oil, gallons of,	4,773 $\frac{1}{2}$	5,595 63
	Tons. cwt. qr. lbs.	
Iron rails, tons of,	1413.6.3.12	56,533 71
Chairs, pounds of,	196,610	6,949 00
Spikes, " "	20,050	864 00
Ties, number of,	25,673	9,917 20
Iron and other metals unwrought,		35,898 00
" " " " worked and partly worked,		70,167 50
Lumber,		29,110 00
" framed or worked,		17,835 00
New wheels,	216	3,250 00
New wheels on axles,	164 pr.	7,722 00
Old wheels on axles,	6 " }	98 40
" " single,	140 }	
Car axles,	35	450 37
Flat bar Railroad iron,	55 ton	2,200 00
Patterns,		15,000 00
Coal,		1,705 00
Cotton waste, pounds of,	400	36 00
Scrap iron, old iron and steel,		20,500 00
Paints in shops,		665 00
		\$664,374 06

The whole number of persons employed by the Company (including its officers, clerks, employees and laborers of every description), on the 30th September, 1855, was 5,583

The average number of the same, employed during the year ending on the 30th of September, 1855, was, 4,219

Accidents and Casualties.

102. *The number of persons injured in life or limb, and the cause of the injury, and whether passengers, persons employed, or others.*

	PASSENGERS.		EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Jumping on or off the trains while in motion,		1			1	
Fell or were thrown from or crushed between the cars,			4			1
Collision of trains, explosion or machinery breaking,		3	3	4		
Cars or trains thrown from the track, ..	1	7		2		
Run over or struck while walking, standing or lying on the track,			1		11	8
Killed or injured at road crossings, and passing under bridges,			1		1	
Drowned in removing drift wood, at Tonawanda,			1			
Total of each class of persons,	1	11	10	6	13	9

Total number of persons killed, 24

Total number of persons injured but not killed, 26

In the collision referred to, the coroner's jury found that the accident arose from the disobedience of instructions by the engineer who was killed. In all the other accidents it is believed that no person in the employment of the company was at fault.

Statement

Of the date of each Accident, the place where it occurred, the train, the cause, the extent of the injuries resulting, and the names of the persons injured, as far as the same can be given from the information in possession of the Company.

1854.

October 12. A man walking on the track $1\frac{1}{2}$ miles east of Jordan, and not heeding the signals given to warn him of his danger, was, in spite all efforts to stop, struck by the train, and killed.

November 10. A man near Palatine Bridge, jumping from a car while the train was in motion, broke his arm, and was otherwise bruised. When on the platform he was ordered to leave it and to enter the car.

December 1. Albert Ayers, in an attempt to get on a freight train at Shortsville, while the same was in motion, was caught between the cars, and so injured that he died the same day.

December 22. A man with a pair of horses and sleigh, in attempting to cross the track at Savannah, while a train was approaching, was run against and killed.

December 25. A woman at Albany stooping down, as if to pick something from the track while a train was passing, was struck by the cow-catcher and injured, but not seriously.

1855.

January 11. A man in attempting to pass between the cars while the train was in motion, had his leg broken.

January 24. A man walking on the track near Goodman street, Rochester, was signalled of his danger, but taking no heed, was run over and killed.

January 27. C. A. Curtis, conductor of a freight train, about $4\frac{1}{2}$ miles from Troy, standing on the top of a car while passing a bridge, was struck and instantly killed.

February. A man named Delaney, near Tonawanda, slipped from a snow bank upon the track directly in front of a passing train, and was killed.

February 23. A man walking on the track near Rochester, was struck by an express train and killed.

March 4. James Day, engineer, and Thomas Adamson, a fireman, were injured by the explosion of the locomotive Essex between Syracuse and Rochester; the latter so severely that he died a few days afterwards. Day has recovered.

April. Peter Ayres walking on the track, was struck by an engine and slightly injured. He has since got well.

1855.

- April. Martin Slancy, an employee of the Company, was drowned while clearing away drift wood from the Company's bridge at Tonawanda.
- April 27. A train coming out of Buffalo, seriously injured a man who was on the track and intoxicated.
- April 29. An accommodation train about a mile west of Syracuse ran over a horse that was astray on the track. The rear car was thrown 20 feet down an embankment, instantly killing one passenger and injuring six others; also injuring Alonzo Becker, a brakeman. The injured persons have, however, recovered.
- May 5. A man walking on the track near Alden station, while an express train was passing, was struck on the head and instantly killed.
- May 12. A man in the act of dipping water from a cattle guard near Lancaster station, and not sufficiently careful against danger from a passing engine, was struck and instantly killed.
- May 14. A few miles east of Buffalo, an employee of the company being on the track, was run over and killed. It is supposed that he was intoxicated.
- May 20. George Elliot, brakeman on a freight train leaving Syracuse for Rochester, while in the act of stringing the bell-cord, by accident fell from the train, was run over, and killed.
- May 27. A woman walking on the track at Auburn and in the same direction with the train, was signalled of her danger, and every effort made to stop before reaching her, but in vain; she was struck by the engine, and so injured that she died.
- June 18. A man walking on the track two miles west of Utica was struck by the engine and badly injured.
- July 7. A drover in charge of several cars of live stock attempted to get down from the top of a car at Batavia, while the train was in motion. He slipped, fell to the track, was run over, and died.
- July 10. A German girl attempting to cross the track near William-street, Buffalo, while a train was approaching, was struck by the engine and injured. She has since recovered.
- July 19. The night express, about three miles west of Syracuse, ran off the track down an embankment. A passenger had his shoulder bone broken, and the engineer his arm. A rail had been displaced by some malicious person.
- July 25. An unknown man being on the track, was struck by the night train when midway between Lewiston and the Suspension Bridge, and somewhat injured.
- July 28. A man walking on the track near Chili, was struck by the express train, and killed.

1855.

July. At Schenectady, Mrs. Banker killed while on the track, by an engine backing on the line.

July 31. A Frenchman, named Daniel Roussell, walking on the track near Byron Station, was struck by a train and injured. He has since recovered.

August 2. Charles R. Derrick, a clerk in the office of the General Superintendent, while temporarily acting as a conductor, fell from the train when near Rome, and was killed. The cause of the accident was not satisfactorily ascertained.

August 18. Bastian Birzee, was struck by an engine and killed, two miles west of Geneva; he was standing on the track with his back towards the train, and did not move until the engine struck him; it is supposed he was insane.

September 11. A man, walking on the track with a piece of wood on his back, near Genesee-street, Buffalo, and not noticing or heeding an express train that was approaching, was run against and died from the injuries received.

September 20. A freight train, in crossing the branches at West Albany, broke a connection between two cars, and became separated; the weather being foggy, an express train from the West ran into it, killing the engineer and fireman, and injuring three passengers, and the baggage man, the express man and a young lad in his charge.

September 22. About a half mile east of Fort Plain, a man lying on the track, was struck by the engine, and had his leg broken, and was otherwise injured.

September 25. William Chatman, brakeman, while in the act of coupling cars at Wende Station, was crushed between the cars and killed instantly.

NAMES AND RESIDENCES

OF THE

DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	JOHN L. SCHOOLCRAFT,	ALBANY.
DEAN RICHMOND,	BUFFALO.	JOHN V. L. PRUYN,	ALBANY.
JOSEPH FIELD,	ROCHESTER.	NATHANIEL THAYER,	BOSTON.
JOHN H CHEDELL,	AUBURN.	SCHUYLER LIVINGSTON,	NEW-YORK.
HORACE WHITE,	SYRACUSE.	EDWARD G. FAILE,	NEW-YORK.
ALONZO C. PAIGE,	SCHENECTADY.	JOHN F. SEYMOUR,	UTICA.
RUSSELL SAGE,	TROY.		

OFFICERS.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President</i>	BUFFALO.
JOHN V. L. PRUYN,	<i>Treasurer,</i>	ALBANY.
GILBERT L. WILSON,	<i>Secretary & Assis't Treas.,</i>	"
CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	"
GEORGE E. GRAY,	<i>Chief Engineer,</i>	"

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

The undersigned have prepared, or caused the foregoing statements to be prepared, (each in his respective department,) by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

The form of the annual report, recently prepared by the Commissioners, having required information on many points not heretofore reported upon, and the books of the Company not having been kept with reference to answers on these points, many of them have not been as fully replied to as they otherwise would have been, and as to others, approximate results have been arrived at.

JOHN V. L. PRUYN,

Treasurer.

C. VIBBARD,

General Superintendent.

TO THE STOCKHOLDERS OF THE COMPANY.

The Directors submit to the Stockholders some additional remarks and statements :

From the first of May, 1853 (from which time the working of the consolidated line dates), to the 30th of September, 1855, a period of two years and five months, the following additions were made to the rolling stock of the Company :

- 51 Locomotive Engines and Tenders.
- 14 Baggage Cars.
- 63 Passenger Cars.
- 228 Platform Freight Cars.
- 596 Covered Freight Cars.

Annexed hereto is a statement of the Chief Engineer, which gives a general view of the various improvements, and of the great amount of work, accomplished on the line since the consolidation. No immediate measures are in contemplation for completing the second track. Suitable passenger depots at Albany and Buffalo are very much needed, and should be erected as soon as proper arrangements can be made for the purpose.

The accounts and vouchers of the Company are periodically examined by a standing committee of the Board, consisting of three of its members called the Committee on Accounts. That committee have reported to the Board that they find the accounts and vouchers of the various officers to the first of September, 1855, correct and satisfactory.

A balance sheet is herewith submitted, showing the general result of the business of the Company, from the outset on the first of May, 1853, to the 30th of September, 1855. It will be observed, that after charging the accrued interest to the last mentioned day, and a proportionate part of a semi-annual dividend of four per cent, the Company has earned during the two years and five months referred to, after paying all the expenses of the line, and the annual contribution to the debt certificate sinking fund, created under the consolidation agreement, eight per cent per annum, and a surplus of \$268,243 01

From one of the statements contained in the foregoing report, it appears that the value of the supplies on the line of the road on the 30th September last, was \$664,374.06. We have no means of ascertaining, with precision, the aggregate value of the supplies received from the old companies, but it is quite certain, from an examination of their reports at the time of the consolidation, that over the one-half in value of those now on hand, have been accumulated by this Company. If, however, we call it one-half only, or \$332,187.03, that sum, as it has been charged to the expenses of operating the road, should, in order to show the actual result of the business, be added to the earnings.

Statements of the earnings of the line for the years ending 30th September, 1853, 1854 and 1855, and for the months of October and November, 1855, are also hereto annexed.

The operating expenses of the year ending September 30th, 1854, as stated in the report for that year, were $52\frac{1.8}{100}$ per cent of the gross earnings. For the year ending September 30th, 1855, the preceding report shows $51\frac{8.2}{100}$ as the per centage of cost for operating, being a small gain in favor of the last year.

The general results thus arrived at, are of the most satisfactory character, and should inspire full confidence on the part of the stockholders in the business and value of the road.

The reports from two examining committees, lately published, together with the annual report to the Railroad Commissioners, and the remarks and statements now submitted, place the stockholders in possession of an amount of information in regard to the past operations of the Company, and the present position of its affairs, which, it is believed, will enable them to form a reliable opinion as to its true condition, and its future prospects.

By order of the Board of Directors,

JOHN V. L. PRUYN,

President Pro Tem.

ALBANY, *December 11th*, 1855.

THE NEW-YORK CENTRAL RAILROAD COMPANY, }
CHIEF ENGINEER'S OFFICE.

ALBANY, *December 4th*, 1855.

To JOHN V. L. PRUYN, *Acting President*,

SIR :

In compliance with your request, I submit a brief statement of the principal buildings erected, and the general improvements on the line of the road, since the consolidation in 1853.

AT ALBANY :

A brick freight house 180 feet long, two stories high. The second story is fitted up with offices for the freight department at the station.

One brick circular engine house, with iron truss roof, capable of holding eighteen locomotives. We have also built a blacksmith, machine and boiler shops, which adjoin the engine house.

WEST ALBANY :

Here we have added largely to our side tracks and branches for the accommodation of passenger, emigrant, freight and cattle cars. Extensive cattle pens have been built, making this point a very desirable one for drovers to tranship live stock, without injury or delay. The Company have, this year, in the course of construction (and now nearly completed) three car houses for the protection of passenger cars. They are principally constructed from materials taken from the old buildings which stood on the site of the contemplated passenger depot in the city of Albany. They are of brick, with slate roofs, each building 335 feet long. We have also built a brick dwelling-house from the same materials for the use of our station agent.

SCHENECTADY :

A large and convenient freight house has been built at this point of brick, with slate roof, and a large amount of grading has been done, and the necessary tracks to accommodate the concentration of business from the different roads.

TROY :

The bridge over a branch of the Hudson River, consisting of two spans of about 110 feet each, has been rebuilt in the most substantial manner; also about 300 feet of trestle work adjoining. Two other points on the Troy division, where trestle work formerly stood, have been filled up with earth; securing the road from accident and future expenditure.

UTICA :

At Utica there has been an addition to the engine house, equivalent to room for twelve locomotives ; the addition is of brick, with slate roof.

SYRACUSE :

The tunnel under the Erie canal, near the eastern limits of the city of Syracuse, has been enlarged to receive two tracks. It was accomplished by turning an additional arch along side of the original. This improvement has added much to the safety of operating the road. We have laid a second track through the city ; firstly excavating the old road bed, which was principally clay, and refilling the tracks with good gravel, also refitting the side walks with flagging, &c. The freight accommodations have been enlarged, by additions to the freight houses, filling up and grading freight grounds adjoining, and relaying and adding largely to the tracks, to accommodate the business of the different lines meeting at this place.

AUBURN :

The engine house and shops were burnt in 1853. They have since been rebuilt, and the shops materially enlarged, making this an important point for the repairing of cars.

ROCHESTER :

Within the city of Rochester we have increased our facilities largely for doing business, by rebuilding the bridges over the Genesee River, Brown's Mill Race, and under Saint Paul-street. Previous to rebuilding, we had but one track for most of the distance across these bridges, and were obliged to transact thereon the business concentrating from five roads. We now have three tracks. The passenger depot has been completed, and an addition made to the blacksmith shop of one hundred feet in length, also an addition of one hundred and fifty feet in length to the machine shop, two stories high, and a boiler shop, all of brick. A new circular engine house, of brick, with Howe's patent truss roof, and capable of holding twenty engines, has also been built. In the fall of 1853, a new brick freight house three hundred feet long was built.

BATAVIA :

A new passenger house was built of brick, at this station, in connection with the Conhocton Valley Railroad.

BUFFALO :

At this point we constructed, in 1854, a large and commodious freight house fronting on Buffalo harbor. Attached to the freight house and fronting on the harbor,

we have two steam elevators, (one at each end), constructed by the former owners. The front of the property on the harbor is in all about eight hundred and sixteen feet and on Ohio-street eight hundred and ninety-eight feet, with an average depth of about one hundred and fifty-eight feet. The conveniences arising from the location and construction of this freight depot, with the elevators adjoining it, have diminished the freight operating expences at this point about sixty-six per cent.

SUSPENSION BRIDGE :

In consequence of the rapidly increasing business at this point, we have been obliged to enlarge our freight accommodations. In 1854, we built a passenger house one hundred and fifty feet, and a freight house three hundred feet in length.

This year we are constructing (and have nearly completed,) another freight house nine hundred feet long, two hundred feet of which is built of stone, and a slate roof, for bonded goods.

Our accommodations for live stock have been greatly enlarged and improved, making this point equal in facility to any other on our line. We have been obliged to do a large amount of grading, to enable us to lay tracks to accommodate the transferring of passengers and freights between our road and the Great Western, of Canada. The connection between the two roads, on both sides of the bridge will, when the arrangements now in progress are completed, be very perfect, and prove largely beneficial to both companies.

INTERMEDIATE STATIONS :

In addition to what has been already stated, fifteen passenger and seven freight houses have been built on the line ; also thirteen water houses, and about 12,850 feet of wood sheds. The wood sheds are from two hundred and fifty to twelve hundred feet in length, with good shingled roofs.

SECOND TRACK :

During the months of Novenber and December, 1853, the grading, masonry and bridging for the second track, between Syracuse and Buffalo, was contracted for. Under these contracts, the work has all been completed, except about ten miles between Syracuse and Rochester, and about eight miles between Rochester and Byron. The work remaining to be done is of a light and easy character.

The old line from Rochester to Batavia not being sufficiently wide for the purposes of a second track, it became necessary to procure the additional real estate repuisite for this purpose ; and new fences, to a great extent, were needed. Materials to a considerable extent for ballasting were purchased for the second track, and for forming the road bed on the line between Syracuse and Buffalo.

The iron rails have been laid, and are now in use on this second track between Syracuse and Buffalo as follows: From Syracuse to Warner's, $9\frac{1}{2}$ miles; from Macedon to Rochester, $18\frac{1}{4}$ miles; and from Byron to Buffalo, $44\frac{1}{2}$ miles. Total $72\frac{1}{4}$ miles, leaving $76\frac{3}{4}$ miles to be completed on the main line, to form a complete double track from Albany to Buffalo. Of this $76\frac{3}{4}$ miles, $58\frac{3}{4}$ miles are graded and bridged, ready for the ballasting ties and iron. We expect to bring into use by the first of January, 1856, the second track, from Macedon, eastward $1\frac{1}{2}$ miles, and from Warner's to Canton, $2\frac{1}{2}$ miles, which will reduce the single track to $72\frac{3}{4}$ miles.

GENERAL REPAIRS OF THE ROAD:

On an examination of the line of Road, immediately after the consolidation, it was found that on large portions of it the iron was badly worn, many of the chairs were broken, or none had originally been used, and the ties and bridges needed very general renewal; with one or two exceptions, the materials and supplies left by the old Companies were also of the most limited extent. Since that time very extensive repairs have been made. A large part of the superstructure has been renewed, and the whole line placed in the sound condition requisite for the transaction of the large business which the Company is now doing. The stock of materials and supplies has been largely increased and (maintained at its present point,) will be sufficient to meet the constant demand for the uses of the road.

Very respectfully yours,

GEORGE E. GRAY,

Chief Engineer.

From 1st May, 1853, to 30th September, 1855.

EXPENSES OF MAINTAINING ROAD,.....	\$3,632,450 39		PASSENGER RECEIPTS:		
“ “ OPERATING “	4,021,692 43	\$7,654,142 82	Amount received to 30th Sept., 1855,	\$7,777,413 17	
COUPONS ON BONDS AND DEBT CERTIFICATES OF THE N. Y. CENTRAL RAILROAD COMPANY:			“ received in October on Sept. account, ..	91,800 03	
Paid to 30th September, 1855,	\$1,222,260 18			\$7,869,213 20	
Accrued, to same date, unpaid,	345,800 08	1,568,060 26	FREIGHT RECEIPTS:		
INTEREST AND COUPONS, viz:			Amount received to 30th Sept., 1855,	6,086,536 70	\$13,955,749 90
On debts of old companies, paid to Sept 30, 1855,	\$191,499 06				
On bonds of B. & N. F. R. Co., “ “ “ “	8,550 45		MAIL SERVICE:		
On bonds and mortgages, “ “ “ “	17,211 10		Amount received to 30 Sept., 1855, \$175,380 74		
On fractions on premium allowances to stock- holders on consolidation,	8,279 21		“ rec'd in Oct., 1855, for previous quarter, 20,287 50	\$195,668 24	
Miscellaneous interest,	5,536 86				
	\$231,076 67		MISCELLANEOUS RECEIPTS:		
Interest accrued and unpaid on above items on 30th September, 1855,.....	27,030 00	258,106 67	Amount received to 30 Sept., 1855, \$118,378 20		
DIVIDENDS:			“ rec'd in Oct., on Sept. acct, 3,750 00	122,128 20	317,796 44
No. 1, (Feb. 1854, 5 per cent,).....	\$1,158,212 38				
Nos. 2 and 3, (Aug. 1854, and Feb. 1855, each 4 per cent,).....	1,913,483 20		INTEREST AND DIVIDENDS, on Railroad Stock, ..	\$104,192 50	
No. 4, (Aug. 1855, 4 per cent,).....	959,742 00	4,031,437 58	“ received on Bank deposits and instal- ments paid in on short stock, and miscellaneous interest,	72,821 90	177,014 40
DEAN RICHMOND, TRUSTEE: Amount charged to income account by order of Board of Directors, as stated in annual report,		100,000 00			
FUTURE INCOME ACCOUNT: Contribution to Debt Certificate Sinking Fund, established under the consolidation agreement, transferred to cur- rent income account: 2 5-12 years, at the rate of \$111,182.38 per annum,		268,690 75	PROPORTION OF INTEREST AND DIVIDENDS accrued to Sept. 30, 1855, and MISCELLANEOUS ITEMS, to same date,		18,034 35
The The proportion of a semi-annual divi- dend of four per cent on the amount of the Capital Stock of the Company, on which divi- dends are payable, from August 1, 1855, to Sept. 30, 1855, is (1-3 of \$959,742,).....		319,914 00			
BALANCE carried down,		268,243 01			
		\$14,468,595 09			\$14,468,595 09
			BALANCE, brought down; Sept. 30, 1855,		\$268,243 01

THE NEW-YORK CENTRAL RAILROAD COMPANY.

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT, AND ALL OTHER SOURCES, FOR THE YEARS ENDING SEPTEMBER 30TH 1853, 1854 AND 1855.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES	TOTAL.	INCREASE OVER PREVIOUS YEAR.			
					Passengers.	Freight.	Other Sources.	Total.
Sept. 30, 1853,	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17	-----	-----	-----	-----
“ “ 1854,	3,151,513 89	2,479,820 66	\$286,999 95	5,918,334 50	\$321,845 15	\$644,248 41	\$164,720 77	\$1,130,814 33
“ “ 1855,	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	90,715 30	709,782 24	*155,250 90	645,246 64
Increase from Sept. 30th, 1853, to Sept. 30th, 1855,—Two years,					\$412,560 45	\$1,354,030 65	\$9,469 87	\$1,776,060 97

* Decrease.

THE NEW-YORK CENTRAL RAIL-ROAD COMPANY.

COMPARATIVE STATEMENT

Of Receipts from Passengers and Freight during the Months of October and November, 1854 and 1855.

OCTOBER.

YEARS.	PASSENGERS.	FREIGHT.	MAIL.	MISCELLANEOUS	TOTAL.
1855	\$354,815 80	\$372,542 63	\$6,807 50	\$2,145 64	\$736,311 57
1854	395,022 15	254,397 97	.....	.....	649,420 12
Increase, Decrease	..... \$40,206 35	\$118,144 66	\$6,807 50	\$2,145 64	\$86,891 45

NOVEMBER.

ESTIMATED IN PART FOR 1855.

YEARS.	PASSENGERS.	FREIGHT.	MAIL.	MISCELLANEOUS	TOTAL.
1855	\$274,966 59	\$394,160 75	\$6,807 50	\$946 51	\$676,881 35
1854	281,025 19	286,201 82	.....	.....	567,227 01
Increase, Decrease	..... \$6,058 60	\$107,958 93	\$6,807 50	\$946 51	\$109,654 34

Increase for the two months, \$196,545 79

ANNUAL REPORT

OF



The New-York Central Railroad Company,

FOR THE

B.P.L.-DUP.

YEAR ENDING SEPTEMBER 30TH, 1856,

MADE TO THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF NEW-YORK.

ALBANY :

WEED, PARSONS AND COMPANY, PRINTERS.

1856.

ANNUAL REPORT

OF



The New-York Central Railroad Company,

FOR THE

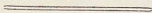
YEAR ENDING SEPTEMBER 30TH, 1856,

MADE TO THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF NEW-YORK.



ALBANY :

WEED, PARSONS AND COMPANY, PRINTERS.

1856.

STATE OF NEW-YORK, }
ALBANY CITY AND COUNTY, } ss.

I, ERASTUS CORNING, President of THE NEW-YORK CENTRAL RAILROAD COMPANY, and I, CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself deposes and says, that the statements in the annexed Report, which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

ERASTUS CORNING.

(Signed)

C. VIBBARD.

Subscribed and sworn to before
me, this ninth day of Decem-
ber, 1856, }

(Signed)

J. STERNBERGH,

Commissioner of Deeds.



REPORT

OF THE NEW-YORK CENTRAL RAILROAD COMPANY to the BOARD OF
RAILROAD COMMISSIONERS of the STATE OF NEW-YORK, made
pursuant to Chapter 140 of the Laws of 1850, and
Chapter 526 of the Laws of 1855,

Being for the Year Ending September 30th, 1856.

1. THE AMOUNT OF THE CAPITAL STOCK, AS BY ORIGINAL CHARTER :

THE AMOUNT OF CAPITAL STOCK, AS SUBSEQUENTLY INCREASED :

2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED AND AWARDED TO SUBSCRIBERS :

Capital Stock fixed by the Consolidation Agreement, dated the 17th day of May,
1853, a copy of which is on file in the office of the Secretary of State, entered
into under and in virtue of Chapter 76 of the Laws of 1853, including the
amount of the Convertible Bonds of the former Companies therein referred
to,..... \$23,085,600 00

Deduct the amount of such Convertible Bonds not converted
into Capital Stock of this Company before the expiration of
the privilege of conversion,..... 18,200 00

\$23,067,400 00

Carried forward,..... \$23,067,400 00

Brought forward,..... \$23,067,400 00

Of the Convertible Bonds, not converted as aforesaid, the amount of \$8,500 has been paid by this Company, and the balance outstanding, \$9,700, is now reported as Funded Debt, under its appropriate head.

Under the act of the Legislature, Chapter 302 of the Laws of 1855, the Capital Stock of the following Companies, whose respective Roads, as heretofore reported, were held under lease by this Company, was authorized to be exchanged, at par, for the like amount of the Capital Stock of this Company; such exchange having been nearly completed, and as the whole amount will ultimately be exchanged, the entire Capital Stock of those Companies is added, as follows:

The Rochester and Lake Ontario Railroad Co.,...	\$150,000 00	
" Buffalo and Niagara Falls	" " ... 565,000 00	
" Lewiston	" " ... 400,000 00	
		<hr/> 1,115,000 00

The amount of the Capital Stock remaining to be exchanged, under the said act, is \$2,300 of the Buffalo and Niagara Falls Railroad Company, and \$188,000 of the Lewiston Railroad Company.

Total amount of Capital Stock, divided into shares of \$100 each,	<hr/> \$24,182,400 00 <hr/>
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3. THE AMOUNT OF CAPITAL STOCK PAID IN, AS BY LAST REPORT,	<hr/> \$24,154,860 69 <hr/>
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4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN:

The amount of Capital Stock of this Company now paid in, including the amount of the Convertible Bonds actually converted, is,	<hr/> \$23,067,400 00 <hr/>
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Carried forward,	<hr/> \$23,067,400 00 <hr/>
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Brought forward,..... \$23,067,400 00

The amount of Capital Stock of the Companies whose Roads
are held under lease, as before stated, now paid in, is:

Of the Rochester and Lake Ontario Railroad Co.,	\$150,000 00	
“ Buffalo and Niagara Falls	“ “ 565,000 00	
“ Lewiston	“ “ 354,260 69	
	<u>1,069,260 69</u>	
Total amount of Capital Stock now paid in,.....	\$24,136,660 69	

5. THE FUNDED DEBT BY LAST REPORT, \$14,462,742 32

6. THE TOTAL AMOUNT NOW OF FUNDED DEBT :

Debt Certificates, or Premium Bonds, issued to the Stockholders under the 15th Article of the Consolidation Agreement, dated August 1st, 1853, payable May 1st, 1883, with interest at the rate of 6 per cent per annum from May 1st, 1853, payable semi-annually, in the city of New-York, on the 1st of May and the 1st of November,..... \$8,892,600 00

(The amount of \$470,000, at par, of these Certificates has been purchased for the Sinking Fund, provided for their payment by the 16th Article of the Consolidation Agreement, which have cost, on the average, including accrued interest at the time of purchase, 89,01 per cent.)

Debts of the former Companies composing the line, assumed by this Company under the fifth Article of the Consolidation Agreement, viz:

THE ALBANY AND SCHENECTADY RAILROAD COMPANY :

Bond to the Mayor, Aldermen and Commonalty of the city of Albany, payable July 1st, 1864, interest at 5 per cent per annum, payable in the city of Albany, semi-annually, on the 1st of January and the 1st of July,..... \$125,000 00

Carried forward,..... \$125,000 00 \$8,892,600 00

Brought forward,	\$125,000 00	\$8,892,600 00
7 per cent Bonds of the Company, on which the privilege of conversion into Stock has expired, being the outstanding Bonds referred to in the statement of Capital Stock of this Company,..	9,700 00	
	<hr/>	
	\$134,700 00	

THE SCHENECTADY AND TROY RAILROAD COMPANY:

State Stock, issued pursuant to Chapter 299 of the Laws of 1840, payable July 1st, 1867, interest at 6 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of January and 1st of July. The interest on this amount is to be paid by the city of Troy until the 1st of March, 1858,.....	100,000 00	
--	------------	--

THE SYRACUSE AND UTICA RAILROAD COMPANY:

7 per cent Bond of the Company, due in 1854, and payable on presentation,.....	1,000 00	
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THE ROCHESTER AND SYRACUSE RAILROAD COMPANY:

State Stock, issued in aid of the construction of the Auburn and Rochester Railroad, under Chap- ter 195 of the Laws of 1840; one-half payable on 1st of August, 1860, and one-half on 1st of January, 1861, interest at 5½ per cent per an- num, payable in the city of New-York, semi- annually, on the 1st of January and the 1st of July,	\$200,000 00	
Deduct the amount of the Sinking Fund, created under the Act of the Legislature referred to, in the hands of the Comptroller on the 30th of September, 1856,.....	101,584 67	

Carried forward,	\$98,415 33	\$235,700 00	\$8,892,600 00
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Brought forward,..... \$98,415 33 \$235,700 00 \$8,892,600 00

State Stock, issued in aid of the construction of the Auburn and Syracuse Railroad, under Chapter 293 of the Laws of 1838, payable in July, September and October, 1858, interest at 5 per cent per annum, payable in the city of New-York, quarterly, on the 1st days of January, April, July and October,

200,000 00

 \$298,415 33

THE BUFFALO AND ROCHESTER RAILROAD COMPANY:

State Stock issued in aid of the construction of the Tonawanda Railroad, under Chapter 200 of the Laws of 1840, payable on the 1st of July, 1865, interest at $5\frac{1}{2}$ per cent per annum, payable in the city of New-York, semi-annually, on the 1st of January and the 1st of July, .. \$100,000 00

Deduct the amount of the Sinking Fund created under the act of the Legislature referred to, in the hands of the Comptroller on the 30th of September, 1856,.....

37,152 90

 62,847 10

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY:

Bonds of the Company, dated May 1st, 1852, payable May 1st, 1857, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of May and the 1st of November,

\$156,000 00

Carried forward,..... \$156,000 00 \$596,962 43 \$8,892,600 00

Brought forward,.....	\$156,000 00	\$596,962 43	\$8,892,600 00
Bonds of the Company, dated Aug. 1st, 1851, payable Aug. 1st, 1861, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of Feb- ruary and the 1st of August,....	300,000 00		
	<hr/>	456,000 00	

Amount outstanding of the debts of the former Companies, 1,052,962 43

Bonds of the Buffalo and Niagara Falls Railroad Company, as-
sumed by this Company under the agreement, by way of
lease, between the two Companies, viz :

Bonds payable November 1st, 1857,.....	\$2,000 00
" " " " 1858,.....	1,000 00
" " " " 1859,.....	2,000 00

Interest at 7 per cent per annum, payable in
the city of New-York, semi-annually, on the 1st
of May and the 1st of November.

Bonds payable October 1st, 1864, interest at 7 per cent per annum, payable in the city of New- York, semi-annually, on the 1st of January and the 1st of July,	50,000 00
	<hr/>

55,000 00

The principal of the indebtedness assumed by this Compa-
ny for the several Companies existing at the time the Consoli-
dation of the line was agreed upon, together with that as-
sumed for the Buffalo and Niagara Falls Railroad Company,
and including also the Convertible Bonds not converted into
Capital Stock of this Company, upon which the conversion
privilege has expired, herein before referred to, amounted, in
the aggregate, to \$1,947,815.72.

Of this amount this Company has paid, from time to time,
in cash, out of its current means, the sum of \$839,853.29.

Carried forward,	\$10,000,562 43
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Brought forward,..... \$10,000,562 43

In accordance with the views stated in previous Reports of the Company, and in its Financial Circulars, provision has been made for funding the principal of this debt, as it matures, by an issue of the Bonds of the Company, payable at the expiration of twenty years from their date, with interest at seven per cent per annum, payable in the city of New-York, semi-annually, on the 1st of February and the 1st of August, in each year. A Sinking Fund of three per cent per annum, out of the income of the Company, on the whole amount of the said Bonds which may at any time have been issued, has been established, to be applied, annually, towards the extinguishment of the debt or in supplying means to be used eventually for that purpose.

An issue of these Bonds, not exceeding, for the present, \$500,000 in amount, bearing date the 1st of August, 1856, with interest, payable as aforesaid, having been resolved upon, there have been disposed of, from time to time, of the said issue,..... 331,000 00

Bonds to the Stockholders of the Buffalo and Niagara Falls Railroad Company, under the agreement before referred to, dated February 1st, 1854, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of July, 1853, payable in the city of New-York, semi-annually, on the 1st of May and the 1st of November,..... \$110,800 00

Deduct amount of these Bonds purchased by this

Company and cancelled since its last Report,.. 7,700 00

103,100 00

Bonds given for Railroad Stock held by the former Companies under Acts of the Legislature, purchased by this Company under the 9th Article of the Consolidation Agreement, dated August 1st, 1853, payable May 1st, 1883, interest at 6 per

Carried forward, \$10,434,662 43

Brought forward,.....	\$10,434,662 43
cent per annum, from the 1st of May, 1853, payable in the city of New-York, semi-annually, on the 1st of May and the 1st of November,.....	\$817,000 00
Deduct amount of these Bonds purchased by this Company and cancelled since its last Report,..	5,000 00
	<hr/> 812,000 00

Bonds issued at different times for the purchase of Real Estate, payable May 1st, 1883, interest at 6 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of May and the 1st of November,.....	\$235,000 00
Deduct amount of these Bonds purchased by this Company and cancelled since its last Report,..	14,000 00
	<hr/> 221,000 00

Since the last Annual Report, the details of the Sinking Fund, created for the payment of the three issues of Bonds of this Company, last above mentioned, have been arranged as follows :

The aggregate amount of these Bonds, outstanding on the 1st day of May, 1856, was \$1,150,600, having twenty-seven years to run, from that day, before maturity. The contribution to be paid out of the income of the Company to the said Sinking Fund has been fixed at two per cent per annum for the first seven years of the said term, on the amount of the said Bonds outstanding, as above stated, and three and one-half per cent per annum, on the said amount, for the remaining twenty years which the said Bonds are to run ; such Fund to be invested, from time to time, in the purchase of any of the said Bonds, or of any of the other indebtedness of the Company, if the same can be obtained on more favorable terms : the said Fund to operate by way of extinguishment, or absolute provision for the payment of the debts referred to, as rapidly as purchases for the Fund are made.

Carried forward,.....	\$11,467,662 43
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Brought forward, \$11,467,662 43

The amount of \$26,700, at par, of Bonds of these issues, has been purchased by the Company, and cancelled, prior to the 30th of September, 1856, at an average cost of 83.28 per cent, of which \$14,500 in amount has been purchased since the 1st of May last, and is, therefore, applicable to the first year's contribution to the said Sinking Fund.

Between the 30th of September, 1856, and the verification of this Report, a further purchase of \$6,700 in amount of these Bonds has been made by this Company, for the said Sinking Fund, at an average cost of 83.73 per cent, making the amount thus far purchased on account of the first year's contribution to the said Sinking Fund, \$21,200.

Bonds and Mortgages, some existing before Consolidation, assumed and given for part consideration of Real Estate purchased, payable at various times, up to 1866, with interest at the rate of 7 per cent per annum, with one exception, the item named below, which is at the rate of 6 per cent, 286,234 86

(It is claimed that \$4,282 $\frac{50}{100}$ of the amount above named, should be paid by one of the former Companies.)

Bond issued to the New-York, Albany and Buffalo Electro-Magnetic Telegraph Company, for the exclusive use, for Railroad purposes, by this Company, of one of the wires of said Telegraph Company, dated July 2d, 1855, payable May 1st, 1860, interest at 6 per cent per annum, from the 1st of May, 1855, payable semi-annually, on the 1st of May and the 1st of November, at the office of the Treasurer of this Company, 10,000 00

Bonds of this Company, dated 15th of June, 1854, payable 15th of June, 1864, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 15th of June and the 15th of December, with the privilege of converting the principal into the Stock of the Company, at par, on the terms therein mentioned, at any time between the 15th of June, 1857, and the 15th of June, 1859, 3,000,000 00

Total amount of Funded Debt, September 30th, 1856, \$14,763,897 29

7. THE FLOATING DEBT AS BY LAST REPORT:—NONE.

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING :

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT : }

The Company has no Floating Debt.

During the year acceptances have occasionally been given by the Company, from time to time, as heretofore, all of which have matured and been paid in cash, before the verification of this Report.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, 6,247 per cent, or a little less than $6\frac{1}{4}$ per cent.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	To present time.
11. 12. For Graduation and Masonry,.....	\$6,700,438 36	\$6,736,414 53
13. 14. For Bridges,	783,104 54	795,183 18
15. 16. For Superstructure, including iron,.	9,914,580 62	10,146,873 80
17. 18. For Passenger and Freight Stations, buildings and fixtures,.....	981,265 94	1,061,593 26
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures,..	650,733 96	675,953 52
21. 22. For Land, Land Damages & Fences,	3,590,290 92	3,853,044 75
23. 24. For Locomotive Engines and Fix- tures, and Snow Ploughs,.....	2,019,058 26	2,241,662 17
25. 26. For Passenger and Baggage Cars,...	781,973 46	830,011 47
27. 28. For Freight and other Cars,.....	1,356,119 48	1,689,365 20
29. 30. For Engineering and Agencies,.....	583,165 51	593,088 37
Construction account of the Roches- ter and Lake Ontario Railroad Co.,	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co.,..	658,921 56	658,921 56
Construction account of the Lewis- ton Railroad Company,.....	354,260 69	354,260 69
31. Total,	\$28,523,913 30	\$29,786,372 50

ESTIMATED PRESENT VALUE OF THE PROPERTY OF THE COMPANY.

It would be difficult to estimate the present value of the property of the Company, by items, as specified in the form of Report furnished by the Railroad Commissioners. In our opinion, its value, in the aggregate, is fully equal to, if it does not exceed, its original cost.

CHARACTERISTICS.

I. LENGTH OF ROAD AND TRACK.

	Miles.
32. Length of road,	555.88
33. Length of road laid,	555.88
34. Length of double track, including sidings,	311.80
35. Length of branches owned by the Company, laid,	258.13
36. Length of double track on the same [between Niagara Falls and Suspension Bridge],	2.
37. Weight of rail per lineal yard, on main track,	56 to 75 lbs.
38. The number of locomotive engine houses and shops,	37
<hr/>	
	Number.
Locomotive engines,	209
Passenger cars, first class,	182
Baggage, mail and express cars,	66
Second class and emigrant cars,	79
Freight cars,	2336
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	Miles.
The length of the main line of road between the termini, that is, from Albany to Buffalo,	297.75
The length of side, or parallel and branch lines, is as follows :	
	Miles.
From Troy to Schenectady,	21.
“ Syracuse to Rochester, <i>via</i> Auburn,	104.
Carried forward,	125.
	<hr/> 297.75

	Miles.	Miles.
Brought forward,	125.	297.75
From Batavia to Attica,	11.	
“ Rochester to Suspension Bridge,	74.75	
“ Lockport Junction to Tonawanda,	12.25	
“ Rochester Junction to Charlotte,	6.88	
“ Buffalo to Lewiston,	28.25	
	<hr/>	258.13

The total length of the main, side and branch lines, owned by the Company, is,	555.88
--	--------

The whole length of the first track, laid on main lines and branches measuring the length of the road, exclusive of second tracks and sidings,	555.88
--	--------

The length of the second track, laid on main lines and branches (exclusive of sidings and turnouts less than one mile in length),	226.25
---	--------

The length of sidings, turnouts and switches laid on main lines and branches,	85.55
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The total length of equivalent single track, laid on main lines and branches, adding to the length of the first track the length of the second track, of the sidings and of the turnouts,	867.68
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II. THE CHARACTER AND LENGTH OF BRIDGING.

Of Wood.	No. of structures.	No. of spans.	Length of bridging, in feet.
Trestle Bridging,	70	556	14,733
Truss Bridging, less than 20 ft. span,	16	145	1,840
“ “ from 20 ft. to 50 ft. span,	49	167	4,556
“ “ “ 50 ft. to 100 ft. span,	39	78	7,213
“ “ “ 100 ft. to 150 ft. span,	21	27	3,233
“ “ of 150 ft. span and over,	4	4	784
“ “ for farm and road crossings,	64	64	2,600
<i>Other Bridges, as follows :</i>			
Arched Stone Masonry,	1	4	80
Stringer Bridges (Wood),	40	43	628
“ “ less than 20 ft. span,	11	14	159
“ “ from 20 to 50 ft. span,	6	6	155
<i>Bridges of Iron, as follows :</i>			
Stringer Bridge,	1	1	23
Draw Bridge,	1	1	19
Totals,	323	1,110	36,023

The Bridge over the Mohawk river, at West Troy, is built after Fowler's plan. It has two spans of 110 feet each; width, 14 feet in the clear; height of truss, 22 feet; a single track resting upon the lower chords; originally built in 1842 of plank in the form of a lattice; rebuilt in 1854, in consequence of decay in the original structure.

The covered Bridge over the Erie canal and Plank road, at West Troy, was built in 1842 of plank, latticed; it has two spans of 90 feet each; width, 14 feet in the clear; height of truss, 20 feet, with a single track resting upon the lower chords.

The covered Bridge over the Erie canal, at Schenectady, is a double track bridge, built upon Burr's plan. It has a single span of 150 feet; width of each trackway, 14 feet clear; height of truss, 22 feet; the tracks are supported by stirrups from the lower chords; originally built in 1836; rebuilt in 1846-7, in consequence of the enlargement of the Erie canal.

The Bridge over the Mohawk river, at Schenectady, is a double track deck bridge, with 10 spans of 67 feet each; it consists of two separate series of

trusses 9 feet in depth, and $6\frac{1}{2}$ feet apart horizontally, forming two bridges independent of each other, each bridge supporting a track on its upper chord; the one upon which the westerly track is laid was erected in 1847, and the other in 1848. During the summer of 1855 this bridge was thoroughly repaired and strengthened. For additional information respecting this bridge, reference is made to the Report of JAMES LAURIE, Civil Engineer, to the Railroad Commissioners, dated January 8th, 1856, he having carefully examined the condition of the said bridge and reported thereon, in pursuance of instructions from the Commissioners to that effect.

The Bridge over the Erie canal, at Rome, is a double track covered bridge, of $90\frac{1}{2}$ feet clear span, built upon Howe's plan; it has three trusses 20 feet in height, forming two trackways of 14 feet each, clear space; the bearings of the tracks are upon the lower chords; originally erected in 1839; taken down and rebuilt in 1848, in consequence of the enlargement of the Erie canal.

The Bridge over the Erie canal, near Canastota, is a double track covered bridge, of 86 feet span in clear, built upon Howe's plan; it has two trusses 20 feet in height, forming two trackways of 14 feet each in clear, supported in the centre by tension rods; the bearings of the tracks are upon the lower chords; originally built in 1839; taken down in consequence of decay and rebuilt in 1848.

The Bridge over the Erie canal, at Geddes, is a double track open bridge, of $118\frac{1}{2}$ feet clear span, built upon Burr's plan; it has three trusses 23 feet in height, forming two trackways of 14 feet each in clear; the track bearings are upon the lower chords; erected in 1851-2, and a third truss added in 1854.

The following Bridges were constructed at the same time as the one last mentioned, and differ from it only in their respective dimensions, excepting the bridges over the Irondequoit and Allen creeks, the track bearings of which are upon the upper chords:

Over Owasco outlet, at Port Byron,.....	1 span, 108 feet clear.
“ Stephenson's mill-race, “	1 “ 108 “ “
“ Erie canal, $2\frac{1}{2}$ miles east of the village of Clyde, 1 “	110 “ “
“ Clyde river, east of the village of Lyons,..	2 spans, each 109 “ “
“ Canandaigua outlet, near the village of Lyons,..	1 span, 110 “ “
“ Erie canal, about 2 miles east of Newark station, 1 “	153 “ “
“ Irondequoit creek, about 2 miles west of Fairport, 1 “	90 “ “
“ Allen's creek, east of Rochester,.....	5 spans, each 110 “ “

The Bridge over the Seneca river, about $3\frac{1}{2}$ miles west of Cayuga Bridge, is a single track deck bridge, of two spans, one of $101\frac{1}{2}$ feet, and the other 118 feet, built of plank, latticed; the trusses are 16 feet in height and 14 feet 8 inches apart in clear; the track bearings and deck are located midway between the top and bottom chords; the trusses are covered with siding; original structure erected in 1842, rebuilt in 1848-9; the old bridge was designed as a temporary structure merely.

The Bridge over the Erie canal, near Pittsford, is a single track covered bridge, of 106 feet clear span, built in 1842, upon Burr's plan; the trusses are 20 feet in height and 14 feet apart in the clear; the track bearings are upon the lower chords.

There are two single track bridges over the Erie canal at Rochester; one upon Burr's plan, originally built in 1837, rebuilt in 1850 in consequence of decay; span $90\frac{1}{2}$ feet; width, $14\frac{1}{2}$ feet clear; height of truss, $19\frac{1}{2}$ feet; the other, upon Howe's plan, 126 feet span; $14\frac{1}{2}$ feet width clear; $19\frac{1}{2}$ feet height of truss; built in 1850; track bearings of both upon the lower chords.

Over the Erie canal, $3\frac{1}{2}$ miles west of Rochester, is a single track bridge, Howe's plan, 130 feet span, $13\frac{1}{2}$ feet clear width, and $19\frac{1}{2}$ feet height of truss; the track bearings are upon the lower chords; built in 1852.

Over the Erie canal, at Lockport, is a single track decked bridge, Howe's plan, 200 feet long, 20 feet in width, resting upon 2 abutments and one pier; the track bearings are upon the upper chords; built in 1852-3.

Near and east of Lockport depôt is a single track decked bridge 150 feet long, 20 feet in width; the track bearings are upon the upper chords; built in 1852-3.

At Tonawanda there is a double track bridge, Howe's plan, 93 feet span, 14 feet in the clear, and $19\frac{1}{2}$ feet height of truss; originally built for a single track in 1845; rebuilt in 1853 in consequence of decay; the track bearings are upon the lower chords.

Near Black Rock is a double track bridge, Howe's plan, 228 feet span, 14 feet width in the clear, and 25 feet height of truss; built in 1853; the track bearings are upon the lower chords.

TABLE

OF PERPENDICULAR DISTANCES BETWEEN THE TOP OF THE RAILS AND THE LOWEST PROJECTIONS OF BRIDGES BUILT OVER THE TRACK.

ALBANY AND SCHENECTADY DIVISION.

	Feet. In.
Bridge near Schenectady,	18.

TROY AND SCHENECTADY DIVISION.

	Feet. In.		Feet. In.
Summit Bridge,	16.8	Canal Bridge,	15.11
Taylor's Bridge,	18.	Mohawk Basin Bridge,	16.7

SCHENECTADY AND SYRACUSE DIVISION.

	Feet. In.		Feet. In.
Sandbank Bridge, near Schenectady, ..	19.3	Flood Bridge, Herkimer,	18.4
Bolten road " " " ..	20.	Canal " Rome,	14.8
Swartz " " Cranesville, ..	19.6	Wheeler's Bridge,	16.
Fonda "	16.6	Canal " Canastota,	16.
Palatine "	14.	Rottenaugh " Manlius,	19.
Fort Plain "	16.3		

SYRACUSE AND ROCHESTER DIVISION.

	Feet. In.		Feet. In.
Bridge at Rochester,	14.	One Bridge,	15.6
Bridge at Pittsford,	14.	One "	15.9
One Bridge,	16.	Three Bridges, each	15.
One "	14.		

ROCHESTER, BUFFALO AND NIAGARA FALLS DIVISION.

	Feet. In.		Feet. In.
Bridge east of Pekin,	16.1	Shelby Basin Bridge,	16.8
" between Lancaster and Town		Knowlesville Bridge,	16.6
Line,	16.10	Bridge $1\frac{1}{2}$ miles east of Albion,	16.7
" between Bergen & Churchville, ..	18.2	" " " Holley,	16.9
" " Batavia and Byron, ..	18.2	County line Bridge,	16.8
" near Byron,	17.6	Bridge $1\frac{1}{2}$ miles west of Brockport, ..	16.10
" $1\frac{1}{2}$ miles east of Lockport, ..	16.7	" $\frac{3}{4}$ " east of Adams' Basin, ..	18.8
" " " " " ..	16.6	" $1\frac{1}{2}$ " east of Spencerport, ..	16.10
" " " west of Orangeport, ..	17.8		

III. TUNNELS.

The Tunnel under the Erie canal at Syracuse is composed of cut stone masonry, with two arches, pier and two abutments, with a single track in the centre through each opening; its total length is 231 feet; the height of each opening is 16 feet 3 inches from top foundation, and the width of each, 14 feet.

The Tunnel near Lewiston is 94 feet in length, 20 feet 9 inches in height and 16 feet in width, with a single track running through the centre. It is cut through rock its entire length.

A cross section drawing of each of these Tunnels accompanies this Report.

IV. CROSSINGS.

	Above grade.	Below grade.	Level with grade.	Total.
Farm crossings,.....	13	118	1238	1369
Road crossings,	39	36	453	528
Street crossings,.....	9	9	178	196
<i>Crossings of other Railroads, viz:</i>				
Albany Northern Railroad, at Albany,.....			1	1
“ “ “ at West Troy,.....	1			1
Canandaigua and Niagara Falls Railroad, at Batavia, Suspension Bridge and Tonawanda,.....			5	5
Buffalo and New-York City Railroad, at Buffalo,.....			1	1
Buffalo, Corning and New-York City Railroad, at Batavia,.....	1			1
Totals,	63	163	1876	2102

V. SWITCHES LEADING OUT OF THE MAIN TRACK.

The number of, counted as single, whether spiked or locked or other- wise,	705
The number of the same which are usually spiked or locked,.....	588
The number which are supplied with permanent tenders exclusively employed at that duty,.....	424
Number of persons employed at the same,.....	183

The number which are supplied with tenders who also perform other duties,	150
Number of persons employed at the same,	72
The number which have no tenders permanently employed,	131

VI. DIMENSIONS OF EARTH AND ROCK WORK.

EXCAVATIONS. Width at grade line, for single track (generally),	Feet. 26
“ “ double “ “	38
EMBANKMENTS. Width at grade line, for single track, “	13
“ “ double “ “	26
SLOPES. In earth, one foot vertical to $1\frac{1}{2}$ feet horizontal, “	
“ rock, “ “ 3 inches “ “	

VII. CULVERTS.

Box culverts, of stone or brick,	Number. 983
Arched culverts, 3 to 6 feet span, of stone or brick,	82
“ 6 to 12 “ “ “	37
“ 12 to 20 “ “ “	10
“ 20 feet span and over, of stone or brick,	4
	<hr/> 1116 <hr/>

VIII. BALLASTING.

The material used for ballasting, on all the lines, is gravel and sand, and averages from thirteen to twenty-six feet wide, by one to two feet deep.

IX. CROSS TIES.

The number per mile, their average length, thickness and bearing surface, and the kind of timber, are the same as stated in the last Report.

X. CHAIRS.

The number per mile and their average weight, the same as shown in the last Report.

XI. IRON RAILS.

The iron rails used on the road are the same as those described in the Report of last year, except that another pattern of T rail, weighing 65 pounds per lineal yard, was adopted in the month of June last, for use by the Company, upon its road and has been used thereon to some extent. A cross section drawing of this pattern (full scale) accompanies this Report.

XII. GRADIENTS, ALIGNMENT AND ELEVATIONS.

As stated in the Report of last year, the maps and profiles of the road, received from the former Companies, were quite incomplete, and so many changes have been made since the original construction of the different sections of the line that it has been found necessary to make a new survey of the entire line of the Company's road. The survey referred to has progressed nearly to completion during the past year, but owing to the magnitude of the work it could not be entirely finished in time for this Report. A correct profile of the grades of the whole road, and of the branches, and all other information required by the Commissioners, under this head, will be furnished as soon as the surveys can be completed.

XIII. BUILDINGS, SHOPS AND FIXTURES.

CHARACTER.	NUMBER OF BUILDINGS.	
	Brick or Stone.	Wood.
Passenger houses,	10	63
Freight "	17	55
Repair shops,	13	13
Water stations,	59	49
Engine houses,	14	11
Wood sheds,		122
Dwellings,	9	69
Turntables,		25
Tool houses,		15
For lumber,		2
Blacksmith shops,	1	8
Stables,		10
	123	442

Aggregate number of stalls for locomotive engines, 196
 " length of wood sheds, most of them substantially roofed, 27,555 feet.

EQUIPMENT.

XIV. LOCOMOTIVE ENGINES OWNED BY THE COMPANY ON 30TH SEPTEMBER, 1856.

	WEIGHT IN TONS (EXCLUDING THE WEIGHT OF THE TENDERS).						
	12 and under.	12 to 16.	16 to 20.	20 to 25.	25 to 30.	30 and over.	Total.
In use and in good repair,.....	2	2	6	57	49	5	121
“ “ “ requiring slight repairs,.....	2	3	7	18	18	1	49
“ “ “ requiring heavy repairs,.....			1	6	6		13
Not in use, in good repair,.....(none.)							
“ “ “ requiring slight repairs,.....			1	4	2		7
“ “ “ requiring heavy repairs,.....		6	7	5	1		19
Worn out,.....(none.)							
Total number,.....	4	11	22	90	76	6	209
Average weight of each class,.....	$10\frac{500}{2000}$	$15\frac{857}{2000}$	19	$23\frac{520}{2000}$	$26\frac{1000}{2000}$	$31\frac{116}{2000}$	

NUMBER, DESCRIPTION AND CONDITION OF THE LOCOMOTIVE ENGINES, SEPTEMBER 30TH, 1856.

ALBANY AND SCHENECTADY DIVISION.

Engines.		Connection.	Driving wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with wood and water.	Total weight of Engine and Tender.	Where built, or maker's name.	When first put in use.	Miles run during the year.	Condition and Remarks.	
Number.	Name.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Diameter.									
2	.....	Outside,...	4	5	15	24	130	11	.....	Tons.	Galls.	Tons.	Tons.	Hinckley, Boston,.....	1853	24,690	Good.
6	.....	"	4	5	15	24	130	11	.....	21	1600	15	36	"	1853	24,382	"
7	"	4	5	7	15	26	111	10½	26	1800	18	44	At Company's shop, Albany,.....	1856	New.
8	.....	"	4	5	16	22	.....	.....	.....	25	1800	18	43	McQueen, Schenectady,.....	1855	23,676	Good.
10	"	4	4	10	14	20	196	10	20	1400	12½	32½	At Company's shop, Schenect'y,.....	1841	14,672	" Rebuilt, 1853.
12	"	4	4	10	12	22	110	10	16	1400	12½	28½	Norris, Philadelphia,.....	1845	4,550	Requiring heavy repairs.
14	.....	"	4	5	12	26	95	10½	.....	19	1400	12½	31½	At Company's shop, Schenect'y,.....	1852	16,667	Being repaired.
16	"	4	4	8	13	22	123	10½	18	1400	12½	30½	Norris, Philadelphia,.....	1845	13,920	} Requiring heavy repairs.
18	.....	"	4	4	8	13	22	123	10½	.....	18	1400	12½	30½	"	1845	13,765
19	.....	"	4	4	8	13	22	.....	.....	18	1400	12½	30½	"	1845	16,117	} Requiring heavy repairs.
20	.....	"	4	5	14	24	112	10½	.....	21	1400	12½	33½	"	1848	20,799	
21	.....	"	4	5	14	24	112	10½	.....	21	1400	12½	33½	"	1848	18,016	Being repaired.
22	John Ellis,.....	"	4	5	14	24	112	10½	.....	21	1400	12½	33½	At Company's shop, Schenect'y,.....	1849	22,919	"
25	H. Stevens,.....	"	4	6	16	22	176	11	.....	26	1800	18	44	McQueen, Schenectady,.....	1854	7,372	Good. Sent to Syracuse & Utica div.
34	.....	"	4	5	16	22	162	11	.....	24	1800	17	41	"	1853	25,791	"
35	.....	"	4	5	16	22	162	11	.....	24	1800	17	41	"	1853	20,583	"
37	.....	"	4	5	16	22	162	11	.....	24	1800	17	41	"	1853	23,382	"
38	G. C. Davidson,.....	Inside,.....	4	5	6	14	22	148	11	24	1800	17	41	"	1854	3,276	"
40	Outside,.....	4	5	6	16	22	161	11	25	1800	17	42	"	1854	18,788	Received in return for No. 25.
46	"	4	5	6	16	22	161	11	25	1800	17	42	"	1854	14,808	"
47	E. Corning, Jun.,.....	"	4	5	6	16	22	161	11	25	1800	17	42	"	1854	15,874	"
56	.....	"	4	5	16	22	162	11	.....	25	1800	17	42	"	1854	26,371	"
59	"	4	5	6	16	22	161	11	25	1800	17	42	"	1854	8,748	"
67	President,.....	Inside,.....	6	4	17	20	150	12½	.....	30	1800	18	48	"	1855	21,613	"
70	John T. Norton,.....	Outside,.....	4	4	6	11	18	90	10	15	1400	9	24	At Company's shop, Albany,.....	1842	10,725	"
71	Russell Sage,.....	"	4	5	15	22	.....	.....	.....	27	1800	18	45	Brant, Paterson, N. J.,.....	1854	22,100	"
72	E. C. McIntosh,.....	"	4	5	16	22	162	11	.....	24	1800	17	41	McQueen, Schenectady,.....	1851	16,879	"
73	Superintendent,.....	"	4	5	17	24	151	12	.....	32	2000	23½	55½	At Company's shop, Albany,.....	1855	11,744	"
74	Mechanic,.....	"	4	5	15	25	137	11½	.....	25	1600	15	40	"	1849	18,921	"
75	Albany,.....	"	4	4	6	14	20	127	10½	18	1600	15	33	"	1846	16,200	"
76	G. B. Van Vorst,.....	"	4	5	15	22	148	12	.....	24	1600	17	41	"	1855	15,614	"
77	George E. Gray,.....	Inside,.....	4	5	6	17	20	141	11½	23	1600	15	38	Rebuilt at Company's shop, Alb.,	1853	20,796	"
184	.....	Outside,.....	4	5	17	22	.....	.....	.....	26	1800	17½	43½	McQueen, Schenectady,.....	1855	20,070	"
190	.....	"	4	5	17	22	.....	.....	.....	26	1800	17½	43½	"	1855	20,461	"
193	Geo. H. Thatcher,.....	"	4	5	6	15	22	.....	.....	25	1800	17	42	"	1856	19,659	"
195	Mohawk,.....	"	4	4	8	15	22	.....	.....	24	1800	17	42	At Company's shop, Albany,.....	1856	11,780	" Built in May.
199	.....	"	4	4	8	16	22	.....	.....	24	1800	17	42	McQueen, Schenectady,.....	1856	2,185	New.

TROY AND SCHENECTADY DIVISION.

Number.	Engines. Name.	Connection.	Driving wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with wood and water.	Total weight of Engine and Tender.	Where built, or maker's name.	When first put in use.	Miles run during the year.	Condition and Remarks.
			Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Diameter.								
81	Thos. Symonds,....	Inside,	4	ft. 5 6	14	22	159	11	.....	21	.....	15	36	Locomo. Works, Schenectady,...	1854	22,998	Good.
42	Mercury,	"	4	5 6	13	20	120	10 4	.....	16	.....	12	28	Lowell Works, Mass.,.....	.....	19,674	Slight repairs required.
43	Thos. Wallace,....	Outside,....	4	5	15	22	139	11	.....	21	.....	15	36	Locomo. Works, Schenectady,...	1853	19,866	Good.
44	Syracuse,	"	4	5	14	26	136	10	.....	22	.....	16	33	Norris Brothers, Philadelphia ...	1850	11,516	"
53	Ben. Marshall,....	"	2	4 6	11½	20	131	8 10	.....	9	.....	6	13	Rogers, Ketchum & Grosvenor,...	1853	8,396	Slight repairs required.
59	.....	"	4	5 6	15	22	.....	.....	.....	21	.....	15	36	McQueen, Schenectady,.....	1854	10,560	Good. (from Albany & Schenectady
17	.....	"	4	5	13	26	106	10	.....	18	.....	14	32	Norris Brothers, Philadelphia. ....	.....	9,782	Slight repairs required. [division.]

SCHENECTADY AND SYRACUSE DIVISION.—(BETWEEN SCHENECTADY AND UTICA.)

5	.....	Outside,....	4	4 6	12	16	112	10 6	.....	16	500	1070	12 1000	28 1500	Utica & Schen. R. R. Co., Schen.	1850	2,895	Slight repairs required.
9	.....	"	4	4 9	11½	21	95	9	.....	21	300	1100	12 1000	33 1300	Norris Brothers, Philadelphia, .	1846	12,120	Good.
11	Noah Vibbard,....	"	4	5 6	16	20	195	10 7	.....	26	1000	1523	17	43 1000	N. Y. C. R. R. Co's sh'p, Schen.,	1856	25,186	"
13	.....	Inside,....	4	5	17	20	149	10 6	.....	26	.....	1580	16 1700	42 1700	Lawrence, Mass.,.....	1853	11,545	Slight repairs required.
15	Wm. C. Young,....	Outside,....	4	5	13½	18	133	10 8	.....	21	1100	1080	13 470	34 1570	U. & S. R. R. Co's shop, Schen.,	1851	11,145	"
23	.....	"	4	6	14	24	125	10 6	.....	27	360	1200	14 170	41 530	"	1850	25,433	Good.
24	L. Spraker,	"	4	6	16	20	123	12	.....	24	1700	1424	14 900	39 600	"	1851	20,424	"
26	M. T. Reynolds,....	"	4	6	16	20	139	12 4	.....	26	1000	1500	17 1100	44 100	Schenectady Locomo. Works, ..	1852	9,000	"
27	Chauncey Vibbard, ..	"	4	6 6	16	20	139	12 4	.....	26	1240	1500	17 1100	44 350	"	1852	24,902	Slight repairs required.
28	J. V. L. Pruyn,....	"	4	6	15	22	170	11 1	.....	28	350	1680	19 1600	47 1950	"	1853	21,868	Good.
29	John Townsend,....	"	4	6	15	22	170	11 6	.....	26	1850	1680	16 1700	43 1550	"	1853	29,374	"
30	E. Corning,	"	4	6 6	16	22	176	11 6	.....	29	400	1680	18 1600	48	.....	1853	26,785	"
32	A. C. Paige,	"	4	6	15	22	176	11 6	.....	27	1100	1680	18 1600	46 700	"	1853	22,336	"
39	Z. C. Priest,	"	4	6	16	22	176	11 1	.....	27	1375	2225	20 435	47 1810	"	1853	35,384	"
41	.....	"	4	5	15	24	153	11 6	.....	26	1900	1500	16 1900	43 800	Manchester, rebuilt N.Y.C. R. R.	1854	23,794	"
49	J. F. Seymour,	"	4	6	16	22	179	12 1	.....	28	090	1712	19 1600	47 1690	Schenectady Locomo. Works, ..	1854	81,142	"
58	Schuyler Livingston	"	4	5 6	16	22	150	11 6	.....	27	.....	1680	18 1600	45 1600	"	1854	28,626	"
61	.....	"	4	5 6	15	22	153	11 6	.....	26	.....	1680	19	45	"	1855	32,784	"
65	.....	"	4	5 6	17	22	150	11 8	.....	30	500	1680	18 1600	44 150	"	1855	25,666	"
121	.....	"	4	5	16	22	.....	.....	.....	29	400	1800	18 1500	47 1900	"	1856	9,514	"
194	.....	"	4	6	16	22	.....	.....	.....	27	1375	2225	20 435	47 1810	"	1853	3,360	"

SCHENECTADY AND SYRACUSE DIVISION.—(BETWEEN UTICA AND SYRACUSE.)

3	Higham,.....	Outside,....	4	5 6	14	22	141	11	.....	22	...	1340	13	....	35	....	McQueen, Schenectady,.....	1852	27,242	Good. [nectady division.]
4	Benton,.....	"	4	5 6	14	22	141	11	.....	22	...	1340	13	....	35	....	"	1852	21,926	" (Rec'd from Albany and Sche-
25	H. Stevens,	"	4	6	16	22	176	11	.....	27	1375	2225	20	435	47	1810	"	1853	8,109	"
33	Wager,.....	"	4	6	15	22	162	11	.....	26	800	1680	18	500	44	1300	"	1853	18,524	Slight repairs required.
36	Oneida,.....	"	4	5	16	22	162	11	.....	26	500	1680	18	500	44	1000	"	1853	20,710	"
45	.....	"	4	5 6	16	22	162	11	.....	26	600	1680	18	500	44	1100	"	1854	21,967	Good.
48	.....	Inside,	4	5 6	14	22	162	11	.....	25	950	1680	16	550	41	1500	"	1854	24,779	Slight repairs required.

55	.....	Outside,...	4	5	6	15	22	162	11	.....	25	1749	1680	18	500	44	249	McQueen, Schenectady, N. Y.,	1854	25,295	Slight repairs required.	
63	.....	"	4	5	15	22	154	11	.....	27	.....	1680	16	750	43	750	"	"	1855	25,145	"	
66	.....	"	4	5	17	22	150	11	6	.....	29	500	1680	18	1600	48	100	"	"	1855	21,253	"
78	.....	"	4	5	13	22	108	11	.....	26	400	1440	15	.....	41	400	"	"	1853	795	Good.	
80	Logan,.....	"	4	5	6	14	20	136	10	9	.....	21	.....	1210	15	.....	86	Rog's Ketchum & Grosv'r, Patter-	1848	17,414	Slight repairs required.	
81	Osceola,.....	"	4	5	6	14	20	136	10	9	.....	21	.....	1210	15	.....	86	son, N. J.	1848	7,291	Good.	
82	Thayandenaga,.....	"	4	5	14	20	136	10	9	.....	21	.....	1210	15	.....	86	"	"	1847	1,696	Heavy repairs required.	
83	Anteagua,.....	"	4	5	11	22	117	9	.....	16	500	.....	10	.....	26	500	"	"	1844	.....	"
84	Hippomenes,.....	"	4	5	12	26	110	10	6	.....	24	.....	1680	15	.....	39	.....	Norris Brothers, Philadelphia,.....	1848	10,738	Good.	
85	Atalanta,.....	"	4	5	12	26	110	10	6	.....	24	.....	1680	15	.....	39	.....	"	"	1848	12,259	Heavy repairs required.
86	Diomedes,.....	"	4	5	12	26	105	10	5	.....	24	.....	1470	15	.....	39	.....	"	"	1849	21,392	Good.
87	Ajax,.....	"	4	5	12	26	105	10	5	.....	24	.....	1680	15	.....	39	.....	"	"	1849	19,108	"
88	Achilles,.....	"	4	5	12	26	105	10	5	.....	24	.....	1210	15	.....	39	.....	"	"	1849	did not run	Slight repairs required.
89	Alaric,.....	"	4	5	6	15	22	151	11	.....	27	500	2190	16	.....	43	500	"	"	1853	17,280	Good.
90	Attila,.....	"	4	5	6	15	22	151	11	.....	27	500	1890	16	.....	43	500	"	"	1853	10,168	"
91	Theseus,.....	"	4	5	15	22	108	11	.....	25	500	1800	16	1000	41	1500	.....	"	"	1852	2,407	General repairs required.
92	Perseus,.....	"	4	5	15	22	108	11	.....	25	500	1800	16	1000	41	1500	.....	"	"	1852	8,217	Slight
93	Apollo,.....	Inside,.....	4	5	6	13	22	122	10	.....	19	.....	1250	13	1000	32	1000	Lowell, Massachusetts,.....	1852	7,737	General	
94	Bellona,.....	"	4	5	6	14	20	140	10	.....	20	.....	1367	14	.....	34	.....	"	"	1853	24,744	Slight
95	Mars,.....	"	4	5	6	14	20	140	10	.....	20	.....	1367	14	.....	34	.....	"	"	1853	11,854	"
96	.....	"	4	5	6	17	20	.....	.....	.....	25	.....	1530	18	.....	33	.....	McQueen, Schenectady,.....	1853	16,927	"	
97	.....	"	4	5	6	17	20	.....	.....	.....	25	.....	1530	18	.....	33	.....	"	"	1853	20,183	"
200	.....	Outside,...	4	5	16	22	.....	.....	.....	.....	29	1270	1740	18	1300	48	570	"	"	1856	1,537	Good.

ROCHESTER AND SYRACUSE DIVISION.

51	Outside,...	4	5	16	22	160	11	6	1	27	1000	1800	14	500	46	1500	McQueen, Schenectady, N. Y.,...	1853	23,610	Slight repairs required.
54	Young America,...	Inside,...	4	5	6	14	22	161	11	6	1	26	1100	1680	17	1700	44	850	1854	27,070	Undergoing repairs.
57	W. E. Gifford,...	Outside,...	4	6	16	22	178	11	1	.....	29	.....	1680	19	250	48	250	.....	1853	34,281	Good.
60	H. B. Gibson,...	4	5	6	16	22	160	10	10 1/2	1	28	800	1900	19	300	47	600	1854	24,575
68	E. G. Falte,...	4	5	6	15	22	160	11	6	1	29	1500	1750	19	900	49	400	1855	32,024
69	H. W. Chittenden,...	4	5	6	16	22	160	11	1	2	28	450	1750	18	1450	46	1900	1855	37,803	Undergoing repairs.
98	J. W. Brooks,...	.....	4	5	16	22	148	10	6 1/2	1	.....	27	1000	1800	19	100	46	100	1853	18,761	Slight repairs required.
99	Waterloo,...	.....	4	5	16	22	139	11	1	2	.....	26	1000	1775	18	1000	45	.....	1852	20,763	Undergoing repairs.
100	J. Wilkinson,...	4	5	6	15	22	139	10	9 1/2	2	26	1500	1800	18	1250	45	750	1853	31,399	Slight repairs required.
101	Gen. Gould,...	4	5	6	15	22	139	10	9 1/2	2	26	1500	1800	18	1250	45	750	1853	32,113	Good
102	J. H. Chedell,...	Inside,...	4	6	16	22	146	11	3 1/2	2	.....	29	700	1926	18	1550	48	550	1854	32,491	.....
103	Horace White,...	Outside,...	4	6	16	22	182	11	7	1	.....	29	1400	1800	20	.....	49	1400	1853	22,437	.....
104	Nathaniel Thayer,...	.....	4	6	16	22	126	11	8	1	.....	29	1400	1800	20	.....	49	1400	1853	23,075	.....
105	Canandaigua,...	.....	4	6	15	20	150	10	7 1/2	1	.....	27	700	1730	18	400	45	1100	1851	33,493	.....
106	Syracuse,...	.....	4	6	15	20	170	10	5 1/2	1	.....	27	700	1730	18	400	45	1100	1851	32,851	.....
107	Cayuga,...	.....	4	6	15	20	135	11	6	1	.....	25	1900	1210	7	1000	33	900	1851	26,828	Slight repairs required.
108	Howe,...	4	5	6	13	20	135	10	8	1	22	1150	1375	13	450	35	1600	1848	19,714
109	Victor,...	.....	4	5	16	24	135	10	7	2	.....	24	100	1740	17	1200	41	1300	1852	21,612	Being repaired.
110	Clifton,...	.....	4	5	16	24	135	10	7	2	.....	24	100	1740	17	1200	41	1300	1852	19,868	Good.
111	Pittsford,...	.....	4	5	16	24	135	10	7	2	.....	24	100	1740	17	1200	41	1300	1852	15,267	.....
112	Daniel Webster,...	Inside,...	4	5	6	16	20	135	10	7	2	25	200	2000	16	700	41	900	1853	25,763	Slight repairs required.
113	Clyde,...	4	5	6	16	20	117	10	7	2	25	200	2000	16	700	41	900	1852	21,251	Good.
114	Vienna,...	4	5	6	16	20	135	10	7	2	25	200	2000	16	700	41	900	1852	22,278
115	Maine,...	.....	4	5	15	20	107	11	1	2	.....	23	1800	1435	16	700	40	500	1848	14,888	Slight repairs required.
116	Republic,...	4	4	6	15	20	125	10	1	1	23	1800	1400	16	700	40	500	1848	17,826
117	Tornado,...	4	4	6	15	20	107	11	1	2	23	1800	1435	16	700	40	500	1848	12,477
118	Atlantic,...	4	4	6	15	20	125	10	6	1	23	1800	1400	16	700	40	500	1848	14,527
119	Oregon,...	.....	4	5	15	20	107	11	1	2	.....	23	1800	1435	16	700	40	500	1848	13,104	Being repaired.
120	Tempest,...	.....	4	5	16	20	107	11	1	2	.....	23	1800	1435	16	700	40	500	1848	10,203	.....

ROCHESTER AND SYRACUSE DIVISION.—(Continued.)

Number.	Engines.	Connection.	Driving wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with wood and water.	Total weight of Engine and Tender.	Where built, or maker's name.	When first put in use.	Miles run during the year.	Condition and Remarks.	
	Name.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Diameter.									
121	President,	Inside,	4	6	15	20	125	10 1	1	23 1800	1435	16 700	40 500	Hinckley, Boston, Mass.,	1848	10,105	Requires slight repairs.	
122	Pacific,	"	4	6	15	20	125	10 1	1	23 1800	1400	16 ...	40 500	"	1848	16,692	Undergoing slight repairs.	
123	Rochester,	"	4	6	16	20	168	10 2	2	25 570	1800	17 900	42 1470	Amoskeag Manufacturing Co. M., ..	1851	21,054	Good.	
124	Auburn,	"	4	6	16	20	168	10 2	2	25 570	1800	17 900	42 1470	"	1851	17,888	"	
125	Lawrence,	"	4	6	15	20	139	11 2	1	24 1700	1790	17 1200	42 900	Lawrence Man. Co., Lawrence, ..	1852	10,998	"	
126	Fsex,	"	4	5	15	20	139	11 2	1	24 1700	1790	17 1200	42 900	"	...	...	Undergoing repairs.
127	R. H. Ives,	"	4	5	16	20	121	11 4	2	26 1800	1600	18 200	44 500	Taunton Man. Co., Taunton, ..	1853	19,545	Undergoing slight repairs.	
128	Weld,	"	4	5	16	20	121	11 4	2	26 1800	1600	18 200	44 500	"	1853	21,741	Requires slight repairs.	
129	Sherwood,	Outside,	4	5	16	20	130	11 1	2	22 ...	1600	18 200	35 1200	Norris Man. Co., Sch'dy, N. Y., ..	1851	17,708	Good.	
130	Palmyra,	"	4	5	16	20	120	11 1	1	26 800	1800	18 1000	44 1300	" Phil., Pa., ..	1852	17,369	Undergoing repairs.	
131	Seymour,	"	4	5	16	22	130	11 1	1	22 1000	1600	18 450	35 1450	" Sch'dy, N. Y., ..	1851	14,989	"	
64	Lyons,	"	4	5	16	20	120	11 1	1	26 800	1800	18 1000	44 1300	" Phil., Pa., ..	...	...	Good.
132	G. Y. Lansing,	"	4	5	15	25	140	11 9	1	27 1600	1760	18 50	45 1650	McQueen, Albany, N. Y.,	1854	16,728	Undergoing slight repairs.	
133	E. Foster,	"	4	4	15	22	140	11 9	1	26 ...	1925	18 1000	44 1000	"	1854	22,412	Good.	
134	Samuel Tull,	"	4	5	15	26	...	...	...	26 ...	...	...	37 1000	Blackburn, Schenectady, N. Y., ..	...	...	Requires repairs.
192	"	"	2	4	6	11	18	68	8	13 ...	590	6 1800	19 1800	Norris Man. Co., Phil., Pa., ..	...	...	Good.
188	"	Inside,	4	6	16	20	140	11 6	2	28 1600	1740	19 450	48 ...	McQueen, Schenectady, N. Y., ..	1856	9,898	"	
189	Thomas Hall,	"	6	4	6	17	22	150	12 6	2	32 ...	2500	22 300	54 300	"	1855	18,792	Requires slight repairs.
196	Quickstep,	"	4	5	6	15	22	162	11 1	1	27 1700	1750	18 50	45 1750	Rog's, Ketch'm & Co., Pat'n N.J., ..	1855	17,541	"
201	"	Outside,	4	5	6	16	22	140	11 6	2	30 150	1740	18 1100	49 1250	McQueen, Schenectady, N. Y., ..	1856	1,041	"
202	"	"	4	5	6	16	22	140	11 6	2	29 1350	1740	18 1400	49 750	"	1856	428	"
	Goliath,	"	4	4	8	13	24	90	11 1	2	22 950	1400	18 200	35 1150	Norris Man. Co., Philadelphia, ..	1848	9,196	Good, with slight repairs.

ROCHESTER, BUFFALO AND NIAGARA FALLS DIVISION.

52	.....	Outside,	4	5	16	22	158	10 11	1	25	1800	15	40	McQueen, Schenectady,	1854	20,120	Good.	
62	H. W. Clark,	"	4	5	15	22	135	11 2	1	33	1800	15	38	"	1855	23,408	Requiring slight repairs.	
135	North Star,	"	4	6	6	15 ¹	22	159	11 6	1	25	1800	15	40	Rogers, Ketchum & Grosvenor, ..	1858	32,221	Good.
136	W. W. Corcoran, ..	"	4	6	14	20	135	10 9	1	22	1500	12	34	" Patterson, ..	1852	22,217	"	
137	J. A. Willink,	"	4	6	14	20	135	10 9	1	22	1500	12	34	"	1851	28,130	"	
138	Buffalo,	"	4	5	6	15	20	118	10 11	2	22	1600	12	34	"	1851	24,577	"
139	Rochester,	"	4	5	6	15	20	135	11 2	1	22	1600	12	34	"	1852	28,641	"
140	Bergen,	"	4	5	6	15	20	134	11 4	2	22	1600	12	34	"	1851	25,292	Undergoing heavy repairs.
141	Batavia,	"	4	5	6	15	20	118	10 11	2	22	1600	12	34	"	1852	28,851	Undergoing slight repairs.
142	Lancaster,	"	4	5	6	15	20	134	11 2	1	22	1600	12	34	"	1850	25,824	Good.
143	Mumford,	"	4	5	6	15	20	127	11	1	22	1600	12	34	"	1850	29,011	Requiring slight repairs.
144	Winnebago,	"	4	5	6	14 ¹	20	135	11 2	1	22	1600	12	34	"	.....	23,640	Good.
145	Chili,	"	4	5	14	20	128	10 9	1	30	1500	12	32	"	1848	23,428	"	
146	Byron,	"	4	5	14	20	128	10 9	1	30	1500	12	32	"	1848	22,832	"	
147	Dean Richmond, ..	"	4	6	6	16	22	176	10 11	1	25	1800	15	40	McQueen, Schenectady, N. Y., ..	1850	35,482	"

148	Racer,	Outside, ...	4	6	16	22	176	11 6	17	25	1800	15	40	McQueen, Schenectady, N. Y.,	1853	33,790	Good	
149	David Upton,	"	4	6	16	22	176	11	17	25	1800	15	40	"	1854	34,669	"	
150	G. H. Burrows,	"	4	5	6	22	141	11 6	17	24	1800	12	36	"	1853	27,736	"	
151	Orleans,	Inside,	4	6	16	20	142	11	2	24	1700	12	36	Boston Locomo. Works, Mass.,	1853	30,352	"	
152	Monroe,	"	4	6	16	20	142	11	2	24	1700	12	36	"	1853	34,444	"	
153	Niagara,	"	4	5	6	15	20	131	10 6	2	23	1700	12	35	"	1852	34,927	Slight repairs required.
154	Genesee,	"	4	5	6	15	20	131	10 6	2	23	1700	12	35	"	1852	26,196	Good.
155	Rapid,	"	4	5	6	15	20	131	10 6	2	23	1700	12	35	"	1853	22,596	"
156	Superior,	Outside, ...	4	5	15	24	181	10 6	2	24	1700	12	36	"	1852	22,646	Undergoing slight repairs.	
157	Erie,	"	4	5	15	24	181	10 6	2	24	1700	12	36	"	1852	21,477	"	
158	Michigan,	"	4	5	15	24	181	10 6	2	24	1700	12	36	"	1852	21,308	Good.	
159	Ontario,	"	4	5	15	24	181	10 6	2	24	1700	12	36	"	1852	21,161	Undergoing slight repairs.	
160	St. Lawrence,	"	4	5	15	24	181	10 6	2	24	1700	12	36	"	1853	22,887	"	
161	Pembroke,	"	4	5	15	24	181	10 6	2	24	1700	12	36	"	1853	19,234	Good.	
162	Churchville,	"	4	5	15	24	181	10 6	2	24	1700	12	36	"	1853	23,147	"	
163	Charlotte,	"	4	4	6	12 ¹ / ₂	20	79	10 6	2	16	1200	7	23	"	1853	10,123	Slight repairs required.
164	Reindeer,	"	4	6	17	20	174	11 4	1	25	1800	13	38	J. Brandt's Locomo Works, Pat-	1854	24,118	"	
165	Albion,	"	4	6	17	20	174	11 4	1	25	1800	13	38	terson, N. J.	1854	24,945	Good.	
166	New-York,	"	4	5	16	22	145	11 4	2	24	1600	12	36	Blanchard and Kimball, Spring-	1854	20,490	"	
167	Massachusetts,	"	4	5	16	22	145	11 4	2	24	1600	12	36	field, Mass.,	1854	21,331	"	
168	United States,	Inside,	4	5	6	17	20	149	11 5	1	22	1700	12	34	McKay, Lawrence M'che Shop.,	1853	20,270	"
169	Henry Clay,	"	4	5	6	15	20	149	11 4	1	22	1700	12	34	"	1853	21,067	"
170	Iris,	Outside, ...	4	4	10	14	22	108	10 6	2	22	1500	10	32	Norris Brothers, Philadelphia, ..	1852	8,410	Undergoing slight repairs.
171	Cataract,	"	4	4	6	10	22	99	10	2	18	1200	7	25	"	1845	13,316	Good.
172	Bird,	"	4	4	6	10	22	99	10	2	18	1200	7	25	"	1844	13,608	Undergoing slight repairs.
173	Huron,	"	4	4	10	13	22	110	10 9	1	18	1200	7	25	"	1845	15,799	Slight repairs required.
174	Reliance,	"	4	4	10	13	26	110	10 9	2	18	1200	7	25	"	1846	19,730	"
175	Brisbane,	"	4	4	10	13	26	110	10 9	2	18	1200	7	25	Norris Brothers, Sch'd'y. N. Y., ..	1846	14,157	Good.
176	Stranger,	"	4	4	10	13	22	110	9 9	2	18	1200	7	25	Norris Brothers, Philadelphia, ..	1845	15,263	"
177	Wm. Hayden,	"	4	4	10	13	22	110	9 9	2	18	1200	7	25	"	1845	15,595	Undergoing heavy repairs.
178	Wende,	"	4	4	10	14	24	128	9 9	2	18	1500	10	18	"	1846	20,257	Slight repairs required.
179	Erie, No. 2,	"	4	4	10	11	20	125	10	1	16	1200	8	24	"	1844	2,237	"
180	Providence,	"	2	4	10	10	20	96	9 6	2	10	900	6	16	"	1844	2,237	"
181	Wyoming,	"	4	4	10	12	20	141	8 4	1	12	1200	6	18	State Prison, Auburn, N. Y., ..	1855	2,318	Good.
182	C. P. Williams,	Out. & In.	4	4	6	9	18	128	10 6	1	16	1200	8	24	"	1855	30,186	Heavy repairs required.
183	Altica,	Outside, ...	2	5	10	20	116	7	1	10	800	6	16	"	1842	.....	Good.	
185	.....	"	4	5	15	22	135	11 2	1	23	1800	15	38	McQueen, Schenectady, N. Y.,	1855	22,262	"	
186	Henry Martin,	"	4	5	6	16	22	.....	2	25	1800	15	40	"	1855	30,186	"	
187	.....	"	4	5	6	16	22	.....	2	25	1800	15	40	"	1855	24,796	"	
188	.....	"	4	5	6	16 ¹ / ₂	22	160	11 6	2	25	1800	15	40	Detroit Locomotive Works,	1856	10,471	"
189	.....	"	4	5	6	16 ¹ / ₂	22	160	11 6	2	25	1800	15	40	"	1856	10,688	"

XV. NUMBER OF CARS OWNED BY THE COMPANY ON 30TH SEPTEMBER, 1856.

	Average weight.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total.
	Pounds.				
First class passenger cars, viz :					
On eight wheels, seats for 40 to 60 passengers,.....	22,050	102	14	5	121
On eight wheels, seats for 60 passengers and over,.....	28,600	53	8	.....	61
Second class cars,	16,530	4	.....	.....	4
Emigrant cars,	16,530	40	22	13	75
Baggage, express or mail cars,	20,500	45	13	8	66
Covered freight and cattle cars, 8 wheels,	15,360	1,786	75	10	1,871
Open or platform cars, 8 wheels, .....	.....	375	25	.....	400
Other freight cars on 4 wheels, .....	.....	65	.....	.....	65
Gravel cars on 4 wheels, .....	.....	205	.....	.....	205
Other service cars on 8 wheels, .....	.....	80	.....	.....	80
Total number, .....	.....	2,755	157	36	2,948

BUSINESS OF THE YEAR.

I. MILEAGE, SPEED AND CHARGES.

40. Miles run by the passenger trains,	1,774,093
41. Miles run by the freight trains,	1,522,439
Miles run by the gravel and construction trains,	133,155
Miles run by the wood trains,	170,202
Aggregate miles run by all the locomotive engines hauling passenger cars,	1,806,098
The same hauling freight cars,	1,683,102
Miles run by engines not hauling cars,	44,471
Aggregate miles run by the passenger cars in passenger trains, The same by baggage, mail and express cars, in passenger trains,	6,230,882
The same by freight cars in passenger trains,	2,408,270
Aggregate miles run by all cars in passenger trains,	3,680,194
Aggregate miles run by freight cars in freight trains,	12,319,346
The same by baggage, mail and express cars in freight trains, The same by passenger cars attached to freight trains,	25,982,778
Aggregate miles run by all cars in freight trains,	24,776
43. Number of passengers carried in cars,	343,871
44. Number of miles traveled by passengers,	26,351,425
45. Number of tons of 2000 pounds of freight carried in cars, ...	2,729,613
46. Number of miles which each ton of freight was carried, or the total movement of freight in miles, being the tons multi- plied by the number of miles moved, compiled from the daily records or evidences of earnings, manifest and way bills,	165,889,551
	776,112
	145,733,678
<hr/>	
Miles per hour.	
47. Average rate of speed adopted by ordinary passenger trains, including stops,	21.
48. Rate of speed of same, when in motion,	28.
49. Average rate of speed adopted by express trains, including stops, including stops,	29.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains, including stops, including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2000 lbs.) of passenger trains, exclusive of passengers and baggage,	109 $\frac{1487}{2000}$
The same, including passengers and baggage,	120 $\frac{998}{2000}$
Average number of passenger cars run per train during the year,	4
Average number of baggage, mail and express cars run per train,	2
54. Average weight in tons of freight trains, exclusive of freight,	178 $\frac{242}{2000}$
The same, inclusive of freight,	329 $\frac{825}{2000}$
Average number of freight cars run per train during the year,	18
The estimated weight in tons of passenger trains hauled one mile during the year, not including the weight of the passengers and baggage,	194,694,288 $\frac{198}{2000}$
The same of freight trains, not including the weight of the freight,	271,178,357 $\frac{238}{2000}$

42. Average rates of fare charged, viz :

For first class through passengers, per mile,	2.
A small reduction has, at times, been made on fare for a long line owned by several companies, or at competing points.	
For first class way passengers, per mile,	2.
For second class and emigrant through passengers, per mile, ..	0.948
For second class and emigrant way passengers, per mile, ..	1.121
Average rate of fare charged for all classes of passengers, ..	1.933

Average rates per ton per mile charged, viz :

On first class freight,	5.443
On second class freight,	4.218
On third class freight,	3.512
On fourth class freight,	2.768
Average rate per ton per mile, charged on all classes of freight,	3.986

The above are our regular rates of charge for freight. These prices are occasionally varied under special contracts, and for heavy freight in large quantities.

II. PASSENGERS—Number of Way and Through First Class in each direction for each month, and the aggregate number of miles traveled.

MONTHS.	EASTWARD.				WESTWARD.				AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Total miles traveled by all passengers.	Through.	Way.	Total.	Total miles traveled by all passengers.	Through.	Way.	Total.	Total miles traveled by all passengers.
October,	6,062	117,674	123,736	7,032,879	11,189	143,813	155,002	8,809,968	17,251	261,487	278,738	15,842,847
November, . . .	5,043	100,186	105,229	5,980,981	7,288	119,878	127,166	7,227,832	12,331	220,064	232,395	13,208,813
December, . . .	4,027	100,680	104,707	5,951,312	3,372	107,185	110,557	6,283,813	7,399	207,865	215,264	12,235,125
January,	3,189	78,395	81,584	4,637,052	2,757	79,851	82,608	4,695,254	5,946	158,246	164,192	9,332,306
February, . . .	2,516	64,859	67,375	3,829,445	2,833	65,194	68,027	3,866,503	5,349	130,053	135,402	7,695,948
March,	4,419	76,374	80,793	4,592,094	6,244	78,248	84,492	4,802,337	10,663	154,622	165,285	9,394,431
April,	5,330	104,565	109,895	6,246,187	11,127	107,771	118,898	6,757,897	16,457	212,336	228,793	13,004,084
May,	5,839	100,642	106,481	6,052,142	8,213	103,139	111,352	6,328,999	14,052	203,781	217,833	12,381,141
June,	7,551	101,536	109,087	6,200,262	7,184	102,405	109,589	6,228,794	14,735	203,941	218,676	12,429,056
July,	7,798	125,998	133,796	7,604,666	6,697	124,332	131,029	7,447,396	14,495	250,330	264,825	15,052,062
August,	7,835	117,876	125,711	7,145,133	7,739	118,118	125,857	7,153,431	15,574	235,994	251,568	14,298,564
September, . .	9,350	141,517	150,867	8,574,943	11,643	141,869	153,512	8,725,279	20,993	283,386	304,379	17,300,222
Totals,	68,959	1,230,302	1,299,261	73,847,096	86,286	1,291,803	1,378,089	78,327,503	155,245	2,522,105	2,677,350	152,174,399

In the above classification, through passengers include those only who purchased tickets for the whole length of the road. All others, including those who actually passed over the whole line, but stopped on the way, and purchased tickets at different points, are called way passengers. Many of these should strictly be classed as through passengers.

NUMBER OF SECOND CLASS AND EMIGRANT PASSENGERS, IN EACH DIRECTION,
AND THE AGGREGATE NUMBER OF MILES TRAVELED.

	NUMBER OF PASSENGERS.			
	SECOND CLASS AND EMIGRANTS			
	Through.	Way.	Total.	Mileage.
Eastward,	2,803	710	3,513	965,535
Westward,	32,387	16,363	48,750	12,794,417
Total,	35,190	17,073	52,263	13,714,952

A statement of the number of persons carried who have not paid fare, and of their mileage, cannot be given, as no record has been kept of the same.

III. TONNAGE — PRODUCTS OF THE FOREST.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, .....	.....	456	456	1	1,320	1,321	1	1,776	1,777
November, .....	.....	478	478	30	1,389	1,419	30	1,867	1,897
December,	1	502	503	18	1,455	1,473	19	1,957	1,976
January, .....	.....	620	620	5	1,410	1,415	5	2,030	2,035
February,	9	521	530	52	1,040	1,092	61	1,561	1,622
March, .....	.....	562	562	30	1,273	1,303	30	1,835	1,865
April,	21	908	929	161	1,471	1,632	182	2,379	2,561
May, .....	.....	731	731	85	2,279	2,364	85	3,010	3,095
June,	19	621	640	113	2,241	2,354	132	2,862	2,994
July,	47	1,066	1,113	69	1,602	1,671	116	2,668	2,784
August, .....	.....	810	810	79	1,384	1,463	79	2,194	2,273
September, .....	.....	506	506	102	4,060	4,162	102	4,566	4,668
Total,	97	7,781	7,878	745	20,924	21,669	842	28,705	29,547

TONNAGE—PRODUCTS OF ANIMALS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	87	756	843	4,032	9,626	13,658	4,119	10,382	14,501
November,.....	114	1,090	1,204	8,744	9,462	18,206	8,858	10,552	19,410
December,.....	34	1,088	1,122	9,240	6,988	16,228	9,274	8,076	17,350
January,.....	55	566	621	4,606	7,322	11,928	4 661	7,888	12,549
February,.....	3,206	685	3,891	2,557	3,571	6,128	5,763	4,256	10,019
March,.....	103	1,270	1,373	3,750	5,897	9,647	3,853	7,167	11,020
April,.....	41	908	949	5,759	4,518	10,277	5,800	5,426	11,226
May,.....	98	426	524	8,954	5,135	14,089	9,052	5,561	14,613
June,.....	36	356	392	8,708	5,060	13,768	8,744	5,416	14,160
July,.....	13	204	217	4,850	4,840	9,690	4,863	5,044	9,907
August,.....	16	722	738	8,710	6,162	14,872	8,726	6,884	15,610
September,.....	205	533	738	2,628	8,076	10,704	2,833	8,609	11,442
Total,.....	4,008	8,604	12,612	72,538	76,657	149,195	76,546	85,261	161,807

TONNAGE—VEGETABLE FOOD.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	1	546	547	11,317	17,873	29,190	11,318	18,419	29,737
November,	3	605	608	9,424	16,647	26,071	9,427	17,252	26,679
December,	6	570	576	8,530	22,640	31,170	8,536	23,210	31,746
January,.....	.....	404	404	1,049	13,939	14,988	1,049	14,343	15,392
February,.....	597	299	896	2,037	6,116	8,153	2,634	6,415	9,049
March, .....	.....	1,215	1,215	687	7,264	7,951	687	8,479	9,166
April, .....	.....	748	748	5,395	11,179	16,574	5,395	11,927	17,322
May, .....	.....	949	949	11,590	12,510	24,100	11,590	13,459	25,049
June, .....	.....	731	731	17,289	15,969	33,258	17,289	16,700	33,989
July, .....	.....	888	888	11,706	14,036	25,742	11,706	14,924	26,630
August, .....	.....	397	397	8,677	11,966	20,643	8,677	12,363	21,040
September, .....	.....	612	612	2,048	34,568	36,616	2,048	35,180	37,228
Total,.....	607	7,964	8,571	89,749	184,707	274,456	90,356	192,671	283,027

TONNAGE — OTHER AGRICULTURAL PRODUCTS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	43	718	761	176	1,414	1,590	219	2,132	2,351
November,	56	844	900	155	1,297	1,452	211	2,141	2,352
December,	31	698	729	86	905	991	117	1,603	1,720
January,	39	554	593	16	424	440	55	978	1,033
February,	95	568	663	79	642	721	174	1,210	1,384
March,	84	544	628	51	984	1,035	135	1,528	1,663
April,	112	965	1,077	210	1,587	1,797	322	2,552	2,874
May,	98	681	779	21	1,120	1,141	119	1,801	1,920
June,	160	451	611	127	574	701	287	1,025	1,312
July,	53	219	272	199	272	471	252	491	743
August,	29	224	253	86	336	422	115	560	675
September,	73	503	576	304	1,161	1,465	377	1,664	2,041
Total,	873	6,969	7,842	1,510	10,716	12,226	2,383	17,685	20,068

TONNAGE—MANUFACTURES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	699	2,640	3,339	375	4,390	4,765	1,074	7,030	8,104
November,	612	2,914	3,526	183	2,406	2,589	795	5,320	6,115
December,	415	2,861	3,276	90	3,646	3,736	505	6,507	7,012
January,	412	2,043	2,455	238	3,437	3,675	650	5,480	6,130
February,	672	1,567	2,239	6	2,950	2,956	678	4,517	5,195
March,	574	2,170	2,744	137	3,403	3,540	711	5,573	6,284
April,	482	2,841	3,323	131	4,026	4,157	613	6,867	7,480
May,	533	2,262	2,795	326	2,636	2,962	859	4,898	5,757
June,	513	1,461	1,974	510	2,443	2,953	1,023	3,904	4,927
July,	196	1,380	1,576	250	2,749	2,999	446	4,129	4,575
August, .....	.....	1,232	1,232	637	2,906	3,543	637	4,138	4,775
September,	599	1,602	2,201	355	3,822	4,177	954	5,424	6,378
Total,	5,707	24,973	30,680	3,238	38,814	42,052	8,945	63,787	72,732

TONNAGE — MERCHANDISE.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	5,668	5,463	11,131	4	685	689	5,672	6,148	11,820
November,	4,472	6,444	10,916	6	829	835	4,478	7,273	11,751
December,	2,727	5,673	8,400	1	831	832	2,728	6,504	9,232
January,	2,216	1,360	3,576	.....	637	637	2,216	1,997	4,213
February,	4,230	3,456	7,686	232	509	741	4,462	3,965	8,427
March,	8,915	4,442	13,357	.....	535	535	8,915	4,977	13,892
April,	392	3,896	4,288	56	4,087	4,143	448	7,983	8,431
May,	6,788	2,872	9,660	87	1,053	1,140	6,875	3,925	10,800
June,	3,366	4,616	7,982	.....	717	717	3,366	5,333	8,699
July,	3,204	3,373	6,577	27	734	761	3,231	4,107	7,338
August,	7,842	3,645	11,487	67	590	657	7,909	4,235	12,144
September,	13,493	6,042	19,535	25	924	949	13,518	6,966	20,484
Total,	63,313	51,282	114,595	505	12,131	12,636	63,818	63,413	127,231

TONNAGE—OTHER ARTICLES NOT EMBRACED IN THE FOREGOING CLASSES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	913	3,498	4,411	255	3,555	3,810	1,168	7,053	8,221
November,	1,225	2,875	4,100	203	2,420	2,623	1,428	5,295	6,723
December,	565	2,238	2,803	1,669	2,636	4,305	2,234	4,874	7,108
January,	254	1,757	2,011	109	2,079	2,188	363	3,836	4,199
February,	62	1,492	1,554	267	1,247	1,514	329	2,739	3,068
March,	415	2,242	2,657	114	3,117	3,231	529	5,359	5,888
April,	224	3,834	4,058	190	3,339	3,529	414	7,173	7,587
May,	321	2,723	3,044	478	2,728	3,206	799	5,451	6,250
June,	555	3,123	3,678	431	2,277	2,708	986	5,400	6,386
July,	560	2,151	2,711	322	2,520	2,842	882	4,671	5,553
August,	353	1,995	2,348	199	3,595	3,794	552	5,590	6,142
September,	455	1,845	2,300	259	12,016	12,275	714	13,861	14,575
Total,	5,902	29,773	35,675	4,496	41,529	46,025	10,398	71,302	81,700

TOTAL TONNAGE—ALL CLASSES OF FREIGHT.

MONTHS.	WESTWARD.				EASTWARD.				IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
October,	7,411	14,078	21,489	3,824,791	16,160	38,861	55,021	9,793,098	23,571	52,939	76,510	13,617,889
November,	6,481	15,250	21,731	4,151,850	18,745	34,451	53,196	10,167,129	25,226	49,701	74,927	14,318,979
December,	3,779	13,629	17,408	3,210,588	19,635	39,102	58,737	10,825,583	23,414	52,731	76,145	14,036,171
January,	2,976	7,304	10,280	1,752,011	6,024	29,247	35,271	6,016,528	9,000	36,551	45,551	7,768,539
February,	8,872	8,589	17,461	3,112,669	5,230	16,075	21,305	3,801,090	14,102	24,664	38,766	6,913,759
March,	10,092	12,446	22,538	3,872,536	4,769	22,472	27,241	4,647,672	14,861	34,918	49,779	8,520,208
April,	1,271	14,100	15,371	2,437,794	11,902	30,206	42,108	6,696,000	13,173	44,306	57,479	9,133,794
May,	7,839	10,645	18,484	4,006,543	21,540	27,461	49,001	11,008,302	29,379	38,106	67,485	15,014,845
June,	4,649	11,358	16,007	3,262,345	27,178	29,281	56,459	11,486,162	31,827	40,639	72,466	14,748,507
July,	4,072	9,280	13,352	2,750,564	17,423	26,754	44,177	9,123,088	21,495	36,034	57,529	11,873,652
August,	8,240	9,024	17,264	3,544,614	18,455	26,941	45,396	9,308,607	26,695	35,965	62,660	12,853,221
September,	14,825	11,643	26,468	4,633,587	5,720	64,627	70,347	12,300,527	20,545	76,270	96,815	16,934,114
Total,	80,507	137,346	217,853	40,559,892	172,781	385,478	558,259	105,173,786	253,288	522,824	776,112	145,733,678

TABLE OF TONNAGE AND MILEAGE OF CERTAIN SPECIFIED ARTICLES WHICH HAVE BEEN EMBRACED IN THE FOREGOING TABLES.

MONTHS.	LUMBER.	LIVE CATTLE.	SALTED OR PICKLED MEATS	CEREALS.	FLOUR.	COAL.
	Timber, Boards and Plank. Tons.	Horses, Sheep and Hogs. Tons.	Beef, Pork, Hams, Bacon, Lard and Tallow. Tons.	Wheat, Rye, Corn, &c. Tons.	Tons.	Tons.
October,	1,704	9,205	365	7,481	21,863	64
November, ..	1,730	10,428	3,776	6,816	20,252	472
December, ..	1,419	7,328	6,238	12,214	21,513	792
January,	1,643	6,810	1,411	19,931	8,967	350
February, ...	1,453	4,491	843	3,834	6,122	277
March,	1,705	4,978	910	2,409	3,794	590
April,	3,118	8,039	1,366	6,490	11,692	1,126
May,	2,378	10,808	1,164	5,704	21,848	313
June,	2,922	9,994	1,276	4,603	29,235	200
July,	1,845	10,010	646	4,527	22,143	984
August,	2,005	10,989	494	4,625	17,541	1,412
September, ..	4,697	12,254	428	4,255	27,684	1,998
Total,	26,619	105,334	18,917	82,889	212,654	8,578

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING SEPTEMBER 30TH, 1856.

	AMOUNT.	ALLOTTED TO.	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway,	\$853,507 04	\$459,580 71	\$393,926 33
57. Depreciation of way,*			
58. Cost of Iron used in Repairs, included in answer 56.			
59. Repairs of Buildings,	119,990 87	64,610 46	55,380 41
60. Repairs of Fences and Gates,	11,886 63	6,400 56	5,486 07
61. Taxes on Real Estate,	143,053 49	77,028 79	66,024 70
Repairs of Mohawk Turnpike,	1,991 12	1,072 14	918 98
62. Total,	\$1,130,429 15	\$608,692 66	\$521,736 49

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING 30TH SEPTEMBER, 1856.

	AMOUNT.	ALLOTTED TO.	
		Passenger Transportation.	Freight Transportation.
64. Repairs of Engines and Tenders,	\$445,414 40	\$239,838 52	\$205,575 88
65. Depreciation of Engines and Tenders,*			
66. Repairs of Passenger and Baggage Cars, ..	193,617 52	193,617 52	
67. Depreciation of the same,*			
68. Repairs of Freight Cars,	160,266 77		160,266 77
69. Depreciation of Freight Cars,*			
70. Repairs of Tools and Machinery in Shops,	40,684 57	21,907 08	18,777 49
71. Incidental Expenses: including Oil, Fuel, Clerks, and Watchmen about the Work Shops,	37,746 70	20,325 14	17,421 56
72. Total,	\$877,729 96	\$475,688 26	\$402,041 70

* We keep no such accounts as indicated in Nos. 57, 65, 67 and 69. The road and rolling stock are kept in good condition, and the outlay necessary for that purpose is at once charged to expenses.

COST OF OPERATING THE ROAD.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1856.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,	\$4,044 85	\$1,770 13	\$2,274 72
74. Agents,	140,406 95	65,144 94	75,262 01
Clerks,	65,588 71	14,590 38	50,998 33
75. Labor, loading and unloading freight,	163,434 86	.....	163,434 86
76. Porters, watchmen and track watchers, ..	94,848 37	51,072 19	43,776 18
Switch tenders,	71,448 31	38,472 17	32,976 14
77. Wood and water station attendance,	51,330 01	27,638 85	23,691 16
78. Conductors and baggagemen,	88,469 35	60,054 96	28,414 39
Brakemen,	60,819 13	28,537 71	32,281 42
79. Enginemen and firemen,	166,060 79	70,204 46	95,856 33
80. Fuel, cost and labor preparing,	768,583 21	413,852 49	354,730 72
Cords of wood used,	174,646		
Tons of coal used,	4,064		
81. Gallons of oil used,	83,810½		
Pounds of waste used,	157,590		
Cost of oil and waste for engines and tenders,	62,851 05	32,634 26	30,216 79
82. Cost of oil and waste for freight cars, ..	29,105 68	.....	29,105 68
83. Cost of oil and waste for passenger and baggage cars,	33,745 38	33,745 38	
84. Loss and damage of goods and baggage,	50,464 97	7,210 74	43,254 23
85. Damages for injuries to persons,	71,501 97	38,501 06	33,000 91
86. Damages to property, including damage by fire and cattle killed on road,	9,173 43	4,939 54	4,233 89
87. For salaries of Treasurer, Secretary, Su- perintendent, Comptroller, and Assis- tant Superintendents,	33,498 16	17,989 01	15,419 15
For law expenses,*	\$18,380 09		
88. Other expenses and contingencies,	124,422 89	70,453 65	53,969 24
89. Total,	\$2,089,708 07	\$976,811 92	\$1,112,896 15

* Law expenses are included in the various accounts under which they were incurred, and are therefore not included again in the aggregate.

No. 80 includes the cost of the whole amount of wood purchased during the year, which was 230,128 $\frac{34}{100}$ cords.

DETAILS OF EXPENSES,

SOME OF WHICH ARE INCLUDED IN THE PRECEDING TABLES.

56. For removing slides in cuts, opening ditches, raising and widening the embankments,.....	\$17,100 84
56. For repairs and renewals of masonry in culverts, bridge abutments and piers, cattle guards and passes,.....	\$7,724 84
56. For repairs of retaining slope and vertical walls,.....	\$1,292 19
56. For ballasting, including the cost of land from which the material was procured,.....	\$28,300 00
56. The repairs and use of the engines and cars engaged in the transportation of all materials used in repairs,.....	\$22,415 72
56. The number and kind of cross ties renewed. Principally oak and chestnut,.....	124,594
56. The cost of the same, including the expense of laying them down,.....	\$71,224 92
56. The cost of adjusting the track,.....	\$209,455 75
56. The cost of repairs and renewals of truss bridges, where they have been originally charged to construction,.....	\$18,236 38
58. The length in feet of the iron rails used in renewals of all tracks which have once been charged to construction,....	402,654
58. The weight of the same in tons,.....	3,707 $\frac{1832}{2240}$
58. The cost of the iron rails and the expense of laying them down, including the value of chairs and spikes,.....	\$162,668 73
58. The length in feet of iron rails which have been re-rolled,...	260,952
58. The weight of the same in tons,.....	2,827 $\frac{299}{2240}$
58. The cost of the same,.....	\$71,305 29
59. The cost of repairs of passenger, freight, wood and water stations,.....	\$63,078 29
59. The same of engine and car houses, machine and work shops,	\$23,933 25
59. The rents paid for the use of buildings for depôts, offices, dwellings, &c.,.....	\$5,162 00
60. The cost of repairs of fences and gates, farm and road crossings,.....	\$11,886 63
60. The cost of new fences and gates, farm and road crossings,..	\$2,000 00
61. Taxes on real estate and other property,.....	\$143,053 49
76. Aggregate of wages paid to porters, watchmen, signal men, switch tenders,.....	\$166,296 68
For hire, rents or leases of land, buildings, &c.,.....	\$23,813 12

SUMMARY

OF ALL EXPENSES OF MAINTAINING AND OPERATING ROAD AND WORKS.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway,.....	\$1,130,429 15	\$608,692 66	\$521,736 49
Repairs of Machinery,.....	877,729 96	475,688 26	402,041 70
Operating,.....	2,089,708 07	976,811 92	1,112,896 15
Total,.....	\$4,097,867 18	\$2,061,192 84	\$2,036,674 34

The allotments in the preceding tables of the expenditures between Passenger and Freight transportation, as to items which are common to both, are made upon the ratio of the miles run by Passenger and Freight Trains respectively. The other items, belonging exclusively to the one kind of transportation or the other, are allotted to the kind of transportation under which they were specially incurred.

EARNINGS, RECEIPTS AND PAYMENTS.

	EARNINGS.	RECEIPTS.
91. 95. From Passengers,.....	\$3 207,378 32	\$3,229,751 80
92. 96. From Freight,.....	4,328,041 36	4,371,389 20
93. 97. From other sources,.....	171,928 50	171,928 50
Total,.....	<u>\$7,707,348 18</u>	<u>\$7,773,069 50</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz :		
For Passenger Business,.....	\$2,061,192 84	
For Freight Business,.....	2,036,674 34	
	<u></u>	\$4,097,867 18
99. For Interest,.....	\$931,576 95	
For Debt Certificate Sinking Fund,	111,182 38	
	<u></u>	1,042,759 33
100. For Dividends, viz :		
No. 5, Feb., 1856, 4 per cent,	\$959,782 00	
No. 6, Aug., 1856, 4 per cent,.....	959,782 00	
	<u></u>	1,919,564 00

Transportation expenses for the year ending September 30th, 1856, 52.71 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1856, \$2,566,721.67, equal to 10.697 per cent on the amount of the Capital Stock of the Company upon which dividends are payable.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1856.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passenger, ..	\$113,741 41	\$55,708 09	\$51,871 49	\$36,586 61	\$37,096 32	\$73,638 76	\$107,663 41
Way passenger,	235,984 64	209,058 25	162,785 54	125,448 92	100,202 67	124,145 59	172,882 50
Through freight,	172,912 63	190,740 79	190,463 88	95,304 92	102,999 51	177,994 88	212,581 21
Way freight,	193,705 01	200,944 95	240,508 65	177,428 28	129,114 12	132,509 03	211,331 51
Express,	11,124 99	10,734 95	11,529 20	5,400 00	5,000 00	5,200 00	5,400 00
Trans. of mails,	6,807 50	6,807 50	6,807 50	6,807 50	6,807 50	6,807 50	6,807 50
Rent, storage, use of engines and cars and other earnings,	2,145 64	946 51	4,935 87	128 07	582 02	904 11	1,252 08
Totals,	\$736,421 82	\$674,941 04	\$668,902 13	\$448,104 30	\$381,802 14	\$521,199 87	\$717,918 21

EARNINGS.—(Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total for the year.
Through passenger,	\$96,825 06	\$105,049 32	\$89,675 99	\$95,846 41	\$134,031 75	\$997,734 62
Way passenger,	173,532 66	177,504 71	200,758 09	210,310 52	254,429 61	2,147,043 70
Through freight,	214,683 47	201,781 39	173,642 96	217,035 57	276,310 43	2,226,451 64
Way freight,	196,722 06	154,128 62	133,988 57	134,685 11	178,734 67	2,083,800 58
Express,	5,400 00	5,000 00	5,400 00	5,000 00	5,200 00	80,389 14
Transportation of mails,	10,057 50	7,457 50	7,455 32	7,457 50	7,457 50	87,537 82
Rent, storage, use of engines and cars, and other earnings,	13,615 00	949 16	13,756 16	27,522 43	17,653 63	84,390 68
Totals,	\$710,835 75	\$651,870 70	\$624,677 09	\$697,857 54	\$8 3,817 59	\$7,707,348 18

THE AVERAGE NUMBER OF PERSONS EMPLOYED EACH MONTH.

MONTHS.	In maintaining roadway.	In repairs of ma- chinery.	In operating.	In work charged to construction.	Other persons.	Total.	Amount of wages paid.
October,	2,012	1,117	1,696	147	1,001	5,973	\$163,638 66
November,	1,958	1,120	1,732	215	1,061	6,086	169,426 59
December,	1,689	1,022	1,618	73	849	5,251	148,634 46
January,	1,682	988	1,570	60	855	5,155	146,279 88
February,	1,650	1,010	1,585	38	854	5,137	140,099 14
March,	1,748	1,097	1,687	9	949	5,490	155,076 34
April,	1,914	1,101	1,663	51	1,023	5,752	157,276 74
May,	1,869	1,045	1,739	122	940	5,715	169,449 61
June,	1,742	994	1,567	94	885	5,282	166,016 23
July,	1,994	1,142	1,832	64	1,028	6,060	169,603 54
August,	1,951	1,119	1,792	81	1,004	5,947	166,462 74
September,	1,987	1,117	1,857	65	1,034	6,060	169,663 86
Total,	22,196	12,872	20,338	1,019	11,483	67,908	\$1,921,627 79

VALUE OF MATERIALS ON HAND.

Wood, cords of,.....	174,215	\$574,909 50
Oil, gallons of,.....	3,308	2,905 25
Iron rails, tons of,.....	1,681½	75,465 80
Chairs, pounds of,.....	155,137	4,025 00
Spikes, pounds of,.....	41,900	1,732 50
Ties, number of,.....	17,400	3,677 40
Iron and other metals, unwrought, tons of,.....	386	43,256 84
Iron and other metals, worked and partly worked, tons of,.....	564	53,719 60
Lumber, feet of,.....	796,050	15,513 88
Lumber, framed or worked,		2,085 00
Engine, tender and car wheels,		45,799 97
Lumber, nails, &c., for fences,		1,915 61
Paints, coal, scrap iron, cotton waste, and other materials,....		56,645 55
Total,.....		<u>\$881,651 90</u>

ACCIDENTS.

102. The number of persons injured in life or limb, and the cause of the injury, and whether passengers or persons employed.

Whether any such accidents have arisen from the carelessness or negligence of any person in the employment of the Corporation, and whether such person is retained in the service of the Corporation.

	PASSENGERS.		EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collision of trains,	1	25	1	5	6	.....
Trains thrown from the track, ....	.....	1	5	.....	.....	.....
At work or standing by trains, ....	.....	.....	1	.....	.....	.....
Jumping on or off the trains while in motion,	1	1	1	.....	3	2
Fell or were thrown from the cars, ....	.....	.....	3	1	1	.....
Run over while walking, standing or lying on the track, .....	.....	.....	3	1	26	4
Killed or injured at road crossings, ....	.....	.....	.....	.....	2	1
Totals,	2	27	14	7	38	7

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE
THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS
INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1855.

OCTOBER 19. Anthony and Mary George were walking on the north track, near Verona, about 12 o'clock at night. To avoid the night express train bound west, which was approaching, they stepped on the south track and were struck by the night freight train bound east. The woman was killed and the man's leg was broken.

OCTOBER 19. Mrs. Samuel Veatch, in an attempt to get on the steamboat express train while in motion, at Oneida depôt, had one of her legs crushed. The limb was amputated by a surgeon and soon after the operation the lady died.

OCTOBER 30. Peter Conlon had one of his legs broken by jumping from an express train bound east while in motion, at Amsterdam, which was not a stopping place for such train.

NOVEMBER 5. Thomas Conway, while lying on the track of the direct road, about eight miles west of Syracuse, was struck by the night express train going west and killed.

NOVEMBER 12. Solomon Graves, a brakeman upon a stock train, was killed at Allen's Creek bridge on the direct road, five miles east of Rochester, several of the cars being thrown from the bridge by the uncoupling of a portion of the train.

NOVEMBER 14. James Parsons, in attempting to cross the railroad bridge over the Genesee river, at Rochester, was struck by an engine backing to the engine house and killed. This occurred in a dark night and while the engine bell was ringing.

NOVEMBER 22. John Weston, engineer, and William Buchanan, fireman upon the afternoon train from Rochester for Niagara Falls, were killed about eight miles west of Rochester by the engine running off the track and upsetting. The accident was occasioned by the breaking of the flange of one of the forward truck-wheels.

NOVEMBER 23. A female pauper, from the county house of Monroe county, attempted to pass over the trestle bridge west of Brown's square, in the city of Rochester; when near the centre, to escape the emigrant train approaching from the west, she let herself down between the timbers, out of sight, clasping the rail with both hands; the train passing over, cut off both her hands and she fell a distance of about twenty feet.

DECEMBER 6. James Sylvester was killed in the night near Savannah by one of the night trains. It is supposed that while intoxicated he laid down upon the track.

1855.

- DECEMBER 8. R. Conelly, a boy about 10 years old, jumped on a gravel train in motion, near Suspension Bridge, fell, was run over and killed.
- DECEMBER 12. George Barlow, conductor of a freight train, while making up his train near the freight house at Syracuse, was struck by an engine backing up to the engine house, whereby one of his legs was broken, rendering amputation necessary.
- DECEMBER 13. An unknown man was found dead on the track near Albion. It is supposed that he had been run over by a wood train in the night.
- DECEMBER 14. Patrick Kinney jumped upon a bumper between two cars of a freight train while in motion, at Fonda, fell under the wheels and was killed.
- DECEMBER 15. Michael Ryan was found early in the morning dead and much mangled, about one and a half miles west of Canastota. He is supposed to have been killed by one of the express trains during the night.
- DECEMBER 30. Henry Waterbury, while standing on the track between Hudson and North streets, in the city of Rochester, was signalled of his danger, but, taking no heed, was run over and killed by the afternoon freight train from the east. He was insane.
- DECEMBER 31. Charles Laingrube, while attempting to cross the railroad bridge over the Genesee river at Rochester, slipped, and was jammed between the railing of the bridge and a passing train.

1856.

- JANUARY 8. Alvah Freeman, in attempting to cross the track near Pembroke with a horse and sleigh, during a violent snow storm, was struck by the engine of a passing train and killed.
- FEBRUARY 12. The switchman, at the switch where the tracks for the west diverge from a single track, at the upper engine house in Syracuse, hearing the accommodation train from the west approaching, adjusted the switch for that train, and started east to stop a train past due from that direction. At that moment it came up, not having been heard by reason of a violent gale which was blowing from the westward, and before the switch could be changed ran upon the wrong track and into the train bound east. Both trains were proceeding very slowly, the night being dark and stormy. Of the passengers, William Huxford was injured seriously, and a Mr. Carson slightly.
- MARCH 13. An Indian named M. Bread was found dead upon the track about one mile west of Rome. He had probably been run over by one of the passing night trains. He had been seen the night before at Rome, much intoxicated.
- MARCH 14. Leonard Shuer, a brakeman on a stock train leaving Rochester in the afternoon, when near Palmyra station, in attempting to pass from the engine to the cars when the train was in motion, fell on the track, was run over and killed.

1856.

- MARCH 31. Mrs. Finney, while walking on the track near a crossing at Waterloo, was struck by the engine of a train from Rochester, and killed. She was coming towards the train, apparently hastening to reach the crossing.
- APRIL 7. An unknown man was struck by a freight train three miles west of Fairport, and killed. He was walking towards the train, and is supposed to have been intoxicated.
- APRIL 11. A passenger train from Syracuse ran off the track two miles west of Geneva. James Smith, a passenger, was considerably bruised.
- APRIL 12. W. Morgan, a brakeman, fell from a freight train in the city of Albany, and a portion of the train passing over him, severed one of his legs below the knee.
- APRIL 14. Thomas Ryan, a boy about 11 years of age, in attempting to get on a freight train coming into Syracuse, about half a mile east of the depôt, missed his hold and fell on the track. One of his arms was cut off and his hip broken.
- APRIL 14. Henry Weinhold, while walking on the south track, near Wampsville, stepped off that track to avoid the train coming east, and passed over upon the north track immediately in front of the emigrant train going west, by which he was struck and killed.
- APRIL 16. Eliza Hinman, a little girl, attempted to cross the track immediately in front of a freight train coming into Syracuse, was struck by the locomotive and killed.
- APRIL 27. William Vanderbrook was run over in the night by a train going west, about one mile west of Canastota, and killed. He was lying across the track and was not discovered in time to stop the train.
- APRIL 30. A boy, named Shultz, attempted to jump off an express train while in motion, at the Broadway crossing in Albany. He fell under the train, was run over by it and killed.
- MAY 9. Joseph Peck, while standing upon the track, at Rochester was struck by a train backing up and killed.
- MAY 13. Michael Newel, while between two cars standing on the track at Buffalo, was thrown under the wheels by a train backing against the said cars, and seriously injured.
- MAY 16. Mrs. McDonald, while walking on the track about two miles west of Clyde, was struck by the New-York express train, bound west, and killed. She continued on the track notwithstanding the whistle was sounded.
- MAY 20. Edward Johnson, while walking upon the track near Medina, was struck by a train moving west from that station, and sustained injuries of which he subsequently died.
- MAY 25. John Stiles, in attempting to cross the cattle guards, at Upper Black Rock, immediately in front of an express train, was struck by the engine and killed.

1856.

MAY 26. Christopher Revall was walking west on the new road track, about two miles east of Rochester, and to avoid the steamboat express train coming east, he stepped off that track. Being deaf, and probably not hearing the accommodation train which was approaching from the east on the old road, he stepped on the track immediately in front of it and was killed.

MAY 28. George A. Lynk, an employee, caught his foot in a frog, at North-street, Rochester, was run over by a freight train and killed.

MAY 28. J. W. Graves was much bruised at Brockport, by a collision between a freight and passenger train.

JUNE 5. As the New-York express train, from the east, was about to pass upon the turn-out at Pekin, and before it had left the main track, the Chicago express train from the west came in collision with it, crushing one of the cars in the Chicago express train, whereby two persons were killed and several others injured.

Of the passengers, Mrs. Mary F. Stevens was killed. John W. Roberts, Mary S. McCall, Marshall Keith, Joseph G. Gillet, H. Paige, J. Hawkins, Aaron Barnes, Elizabeth K. Purmont, J. W. Hancock, A. Gilman, N. Woodward, Mrs. H. C. Smith, W. Stockham, N. M. Branch, Mr. and Mrs. H. C. Slack, Maria Beman, Mr. and Mrs. Abram Wheeler, William Barber, Michael Cochlan and H. Boyington were injured in different ways, some seriously, others slightly.

Of the employees, M. W. Haynes, fireman, was killed. Emerson Wright and Byron Krantz, brakemen, had each a leg broken and hip bruised; William Adams, engineer, A. Purver and George Feltsinger, firemen, were slightly bruised.

The engineer considered in fault was promptly discharged.

JUNE 13. H. Baker was run over and killed, near the engine house, Syracuse, by an engine backing up. It is supposed that while intoxicated he laid down on the track and fell asleep.

JUNE 21. Samuel Cowen, in the employ of the Company, while engaged in moving freight cars at Seneca Falls, fell on the track, was run over and killed.

JUNE 23. George March, a boy of six years of age, in trying to hang upon one of the cars of a freight train leaving Amsterdam, bound east, had one of his feet caught under the wheel, and so mutilated that amputation became necessary.

JUNE 24. David Freeman, a colored man, was killed, about one and a half miles east of Syracuse, by the New-York express train, bound west. When first seen he was sitting on the track, apparently asleep, as he paid no attention to the signals which were given.

JUNE 28. John S. Clute, a watchman in the Schenectady machine shop, while asleep upon the track, was run over by an engine going into the engine house and killed.

1856.

JULY 4. Mrs. Wood, in attempting to cross the track at Bergen, was struck by an engine and killed.

JULY 14. Adolphus Schroufield, in attempting to drive over the track with a horse and wagon at a road crossing, four and a half miles east of Syracuse, was struck by the New-York express train bound west and killed.

JULY 21. Joseph Leigh, an employee, in passing from the engine to a platform car when the train was in motion, between Amsterdam and Schenectady, fell on the track, was run over and killed.

JULY 25. Samuel Ray, a switchman, was run over at Savannah by an emigrant train and killed. The engineer saw him sitting on one of the rails, but not soon enough to stop the train. He is supposed to have been asleep.

JULY 29. Jacob Blesser got on a platform car loaded with lumber, at Rochester, without the knowledge of the persons in charge of the train; he held on by one of the stakes, which broke while the train was in motion, and he fell to the ground, the lumber slid off upon him and killed him.

AUGUST 2. Edward O'Neil, a switchman, in attempting to get upon the engine of a stock train when in motion, at Port Byron, slipped, fell on the track, was run over and killed.

AUGUST 5. Rev. C. Donelly, while attempting to pass over the railroad bridge across the Genesee river, at Rochester, was struck by a train and killed.

AUGUST 11. D. C. Warren, was struck by a train at a crossing near Niagara Falls, and severely injured.

AUGUST 11. H. Farewell, while standing on the track at Albion, was struck by a train and killed.

AUGUST 23. Two men, while lying intoxicated on the track near the Mohawk bridge, Schenectady, were run over by the New-York mail train. One of them, named Snell, was killed; the other, name unknown, was considerably injured, but has since recovered.

AUGUST 29. John Newland was riding in a wagon near Tonawanda; his horse took fright and threw him upon the track immediately in front of a hand car in motion, which passed over him and he was killed.

AUGUST 30. Thomas Burke, a laborer on a work train, fell between the cars at Canandaigua, was run over and killed.

SEPTEMBER 5. An express train going east ran into the rear end of a live stock train standing on the track at Port Byron, at night, the switchman neglecting to change the switch, killing J. L. Bissel, H. Blair, W. A. Wilson, R. Boaz, Edward Taylor and William Smith, drovers in charge of the stock in the train. The switchman immediately absconded.

SEPTEMBER 8. Simeon V. Walls, brakeman, and James Barney, baggageman, were killed at Hoffman's, in consequence of the breaking of an axle of the baggage car of an express train bound west, whereby that car was thrown from the track.

NAMES AND RESIDENCES
OF THE
DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	JOHN L. SCHOOLCRAFT,	ALBANY.
DEAN RICHMOND,	BUFFALO.	JOHN V. L. PRUYN,	ALBANY.
JOSEPH FIELD,	ROCHESTER.	NATHANIEL THAYER,	BOSTON.
JOHN H. CHEDELL,	AUBURN.	SCHUYLER LIVINGSTON,	NEW-YORK.
HORACE WHITE,	SYRACUSE.	EDWARD G. FAILE,	NEW-YORK.
ALONZO C. PAIGE,	SCHENECTADY.	JOHN F. SEYMOUR,	UTICA.
RUSSELL SAGE,	TROY.		

OFFICERS.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President,</i>	BUFFALO.
JOHN V. L. PRUYN,	<i>Treasurer,</i>	ALBANY.
GILBERT L. WILSON,	<i>Secretary and Assistant Treasurer,</i>	"
CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	"
GEORGE E. GRAY,	<i>Chief Engineer,</i>	"

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW-YORK CENTRAL RAILROAD COMPANY, }
ALBANY, DECEMBER 9TH, 1856. }

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.


(Signed) ERASTUS CORNING,
President.

(Signed) C. VIBBARD,
General Superintendent.

THE NEW-YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT

FOR THE YEAR ENDING SEPTEMBER 30TH, 1856.

To Expenses of Maintaining and Operating Road,	\$4,097,867 18	By Balance, Sept 30th, 1855,	\$588,157 01
" Coupons and Interest,	931,576 95		
" Dividend No. 5, Feb., 1856, 4 per ct.,.....	\$959,782 00	" Passenger Receipts,	\$3,229,751 80
" Dividend No. 6, Aug., 1856, 4 per ct.,.....	959,782 00	" Freight Receipts,	4,371,389 20
	1,919,564 00	" Mail and Miscellaneous Receipts,.....	171,928 50
" Future Income: Amount of one year's contribution to the Debt Certificate Sinking Fund, transferred to current Income Account,	111,182 38		7,773,069 50
" Balance, Sept. 30th, 1856,	1,301,036 00		
	\$8,361,226 51		\$8,361,226 51
 The proportion of semi-annual dividend of four per cent, accrued from the 1st of Aug. to this date, is.....	\$319,914 00	By Balance, Sept. 30th, 1856,.....	\$1,301,036 00

The value of the fuel and other supplies on hand on the 30th of September, 1856, as shown on page 49 of the report, amounted to \$881,651.90. If we deduct from this sum the aggregate value of the supplies received from the old companies, which last year was called \$332,187.03, the remainder, \$549,464.87, having been charged to operating expenses, should be added to the above balance of income, to show the actual result of the business of the road to September 30th, 1856.

THE NEW-YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1856.

Railroad and Equipment,		\$29,786,372 50	Capital Stock,		\$24,136,660 69
Cash in Banks,	\$833,790 47		Funded debt of Albany and Schenectady R. R. Co.,	\$134,700 00	
Passenger and Freight Agents; Balances, since remitted,	342,364 23	1,176,154 70	“ “ Schenectady and Troy R. R. Co.,	100,000 00	
			“ “ Syracuse and Utica R. R. Co.,	1,000 00	
D. Richmond, Trustee; South shore line of Lake Erie Steamboats,	44,469 98		“ “ Rochester and Syracuse R. R. Co.,	298,415 33	
Michigan Central R. R. Co.; North shore line, “ “	193,925 27		“ “ Buffalo and Rochester R. R. Co.,	62,847 10	
Buffalo and State Line Railroad Company stock,	421,150 00		“ “ Rochester, Lockport and Niagara		
Lewiston Railroad Company stock,	142,110 69		Falls R. R. Co.,	456,000 00	\$1,052,962 43
Troy Union Railroad Company stock (10 per cent paid),	717 50		“ “ Buffalo and Niagara Falls R. R. Co.,		65,000 00
Hudson River Bridge Company stock (5 per cent paid),	10,080 00	812,453 44			
		192,064 60	Debt Certificates,	8,892,500 00	
Bills Receivable,			Bonds for Convertible loan,	3,000,000 00	
			“ Railroad stocks,	812,000 00	
Debt Certificate Sinking Fund,	470,000 00		“ Real estate,	221,000 00	
Future Income; Proportion of Debt Certificates, &c., chargeable			“ Funding debts of old Companies,	331,000 00	
to the income of the Co., from Sept. 30, 1856, to May 1, 1883,	8,528,176 14	8,998,176 14	Bonds to Buffalo and Niagara Falls R. R. Co.,	103,100 00	
			Bond to Telegraph Co.,	10,000 00	
			Bonds and Mortgages,	286,234 86	13,655,934 86
General Post-Office Department,	22,372 50				14,763,897 29
Trustees Buffalo and Rochester Railroad Co.,	3,108 97		Bills Payable,		194,731 64
Rent account; accrued to Sept. 30, 1856,	10,023 97	35,505 44			
			Trustees of the Utica and Schenectady R. R. Co.,	20,162 11	
			“ “ Syracuse and Utica R. R. Co.,	796 92	
Real Estate; purchased of Buffalo and Niagara Falls R. R. Co.,		32,500 00	Liabilities assumed for Rochester and Syracuse R. R. Co.,	25,477 64	46,436 57
			Expenses of operating road; Balance of Sept. disbursements,		
			paid in Oct.,		202,112 59
			Interest, accrued to 30th Sept., including coupons retained from		
			Buffalo and Rochester R. R. Co.,		388,952 14
			Income account; Balance on 30th Sept., 1856,		1,301,036 00
		\$41,033,826 82			\$41,033,826 82

THE NEW-YORK CENTRAL RAILROAD COMPANY.

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT, AND ALL OTHER SOURCES, FOR THE YEARS ENDING
SEPTEMBER 30TH, 1853, 1854, 1855 AND 1856.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES	TOTAL.	INCREASE OVER PREVIOUS YEARS.			
					Passengers.	Freight.	Other Sources.	Total.
Sept. 30, 1853,	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17	-----	-----	-----	-----
“ “ 1854,	3,151,513 89	2,479,820 66	286,999 95	5,918,334 50	\$321,845 15	\$644,248 41	\$164,720 77	\$1,130,814 33
“ “ 1855,	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	90,715 30	709,782 24	*155,250 90	645,246 64
“ “ 1856,	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	*34,850 87	1,138,438 46	40,179 45	1,143,767 04
Increase from Sept. 30th, 1853, to Sept. 30th, 1856.—Three years,—					\$377,709 58	\$2,492,469 11	\$49,649 32	\$2,919,828 01

* Decrease.

THE NEW-YORK CENTRAL RAILROAD COMPANY.

COMPARATIVE STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT AND OTHER SOURCES, DURING THE
MONTHS OF OCTOBER AND NOVEMBER, 1855 AND 1856.

OCTOBER.

YEARS.	PASSENGERS.	FREIGHT.	MAIL.	MISCELLANEOUS.	TOTAL.
1856	\$356,101 91	\$522,073 10	\$7,457 50	\$27,932 74	\$913,565 25
1855	354,926 05	372,542 63	6,807 50	2,145 64	736,421 82
Increase,	\$1,175 86	\$149,530 47	\$650 00	\$25,787 10	\$177,143 43

NOVEMBER.

ESTIMATED IN PART FOR 1856.

YEARS.	PASSENGERS.	FREIGHT.	MAIL.	MISCELLANEOUS.	TOTAL.
1856	\$261,415 25	\$473,352 50	\$7,457 50	\$3,185 88	\$745,411 13
1855	269,966 34	397,220 69	6,807 50	946 51	674,941 04
Increase,	-----	\$76,131 81	\$650 00	\$2,239 37	\$70,470 09
Decrease,	\$8,551 09				

Increase for the two months,..... \$247,613 52



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ANNUAL REPORT

OF

THE NEW-YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year Ending September 30th, 1857,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW-YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1857.

ANNUAL REPORT

OF

THE NEW-YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year Ending September 30th, 1857,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

ING.

STATE OF NEW-YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1857.

STATE OF NEW-YORK, }
CITY AND COUNTY OF ALBANY, } ss.

ERASTUS CORNING, President of THE NEW-YORK CENTRAL RAILROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself, deposes and says that the statements in the annexed Report, which has been signed by him at the end thereof, are true and correct according to the best of his knowledge, information and belief.

(Signed)

ERASTUS CORNING.

(Signed)

C. VIBBARD.

Subscribed and sworn to before }
me, this ninth day of Decem- }
ber, 1857, }

(Signed)

J. STERNBERGH,

Commissioner of Deeds.

REPORT

OF THE NEW-YORK CENTRAL RAILROAD COMPANY to the STATE ENGINEER AND
SURVEYOR of the STATE OF NEW-YORK, made pursuant to Chapter
140 of the Laws of 1850.

Being for the Year Ending September 30th, 1857.

1. THE AMOUNT OF THE CAPITAL STOCK AS BY CHARTER:

2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED:

Capital stock, as by last report,.....	\$24,182,400 00
The amount now of capital stock,.....	<u>24,182,400 00</u>

3. THE AMOUNT OF CAPITAL STOCK PAID IN, AS BY LAST REPORT, \$24,136,660 69

4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN,..... 24,136,660 69

5. THE FUNDED DEBT AS BY LAST REPORT,..... \$14,763,897 29

6. THE TOTAL AMOUNT NOW OF FUNDED DEBT:

Debt Certificates, or Premium Bonds, issued to the Stockholders under the 15th Article of the Consolidation Agreement, dated August 1st, 1853, payable May 1st, 1883, with interest at the rate of 6 per cent per annum from May 1st, 1853, payable semi-annually, in the city of New-York, on the 1st of May and the 1st of November,..... \$8,892,600 00

(The amount of \$632,000, at par, of these Certificates has been purchased for the Sinking Fund, provided for their payment by the 16th Article of the Consolidation Agreement, which have cost, on the average, including about one and a half per cent accrued interest at the time of purchase, 88.08 per cent.)

Carried forward,.....	<u>\$8,892,600 00</u>
-----------------------	-----------------------

Brought forward,	\$8,892,600 00
Debts of the former Companies composing the line, assumed by this Company under the fifth Article of the Consolidation Agreement, viz :	

THE ALBANY AND SCHENECTADY RAILROAD COMPANY :

Bond to the Mayor, Aldermen and Commonalty of the city of Albany, payable July 1st, 1864, interest at 5 per cent per annum, payable in the city of Albany, semi-annually, on the 1st of January and the 1st of July,..... \$125,000 00

Bonds of the Company payable as follows :

June 15, 1858,.....	\$5,000
July 15, 1859,.....	2,000
July 15, 1860,.....	2,000

Interest at 7 per cent per annum, payable semi-annually, in the city of New-York,.....	9,000 00
	<hr/>
	\$134,000 00

THE SCHENECTADY AND TROY RAILROAD COMPANY :

State Stock, issued pursuant to Chapter 299 of the Laws of 1840, payable July 1st, 1867, interest at 6 per cent per annum, payable in the city of New-York, semi-annually, on the 1st of January and the 1st of July. The interest on this amount is to be paid by the city of Troy until the 1st of March, 1858, 100,000 00

THE ROCHESTER AND SYRACUSE RAILROAD COMPANY :

State Stock, issued in aid of the construction of the Auburn and Rochester Railroad, under Chapter 195 of the Laws of 1840 ; one-half payable on 1st of August, 1860 ; and one-half on 1st of January, 1861, interest at $5\frac{1}{2}$ per cent per annum, payable in the city of New-York, semi-

Carried forward,.....	<hr/>	<hr/>
	\$234,000 00	\$8,892,600 00

Brought forward,.....	\$234,000 00	\$8,892,600 00
annually, on the 1st of January and the 1st of July,	\$200,000 00	
Deduct the amount of the Sinking Fund, created under the Act of the Legislature referred to, in the hands of the Comptroller on the 30th of September, 1857,.....	112,231 90	
	<hr/>	
	\$87,768 10	

State Stock, issued in aid of the con- struction of the Auburn and Syra- cuse Railroad, under Chapter 293 of the Laws of 1838, payable in 1858, as follows: \$100,000 on 1st of July, \$50,000 on 1st of September, and \$50,000 on 1st of November, inter- est at 5 per cent per annum, paya- ble in the city of New-York, quar- terly, on the 1st days of January, April, July and October,.....	200,000 00	
	<hr/>	
		\$287,768,10

THE BUFFALO AND ROCHESTER RAILROAD COMPANY:

State Stock issued in aid of the construction of the Tonawanda Railroad, under Chapter 200 of the Laws of 1840, payable on the 1st of July, 1865, interest at $5\frac{1}{2}$ per cent per annum, payable in the city of New-York, semi-annually, on the 1st of January and the 1st of July,...	\$100,000 00	
Deduct the amount of the Sinking Fund created under the act of the Legislature referred to, in the hands of the Comptroller on the 30th of September, 1857,.....	41,014, 99	
	<hr/>	
		58,985 01
		<hr/>
Carried forward,	\$580,753 11	\$8,892,600 00

Brought forward,..... \$580,753 11 \$8,892,600 00

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS RAIL-
ROAD COMPANY:

Bonds of the Company, dated Aug. 1st, 1851, payable

Aug. 1st, 1861, interest at 7 per cent per annum,
payable in the city of New-York, semi-annually,
on the 1st of February and the 1st of August,.. 300,000 00

Total amount outstanding of the debts of the former Companies,.. 880,753 11

Bonds of the Buffalo and Niagara Falls Railroad Company, assumed
by this Company under the agreement, by way of lease, between
the two Companies, viz:

Bonds payable November 1st, 1857, (since paid,...) \$2,000 00
" " " " 1858, 1,000 00
" " " " 1859, 2,000 00

Interest at 7 per cent per annum, payable in
the city of New-York, semi-annually, on the 1st
of May and the 1st of November.

Bonds payable October 1st, 1864, interest at 7 per
cent per annum, payable in the city of New-York,
semi-annually, on the 1st of January and the 1st
of July, 50,000 00

55,000 00

Bonds of the issue for funding the principal of the debts assumed
by this Company for the former Companies, at the time of con-
solidation, dated August 1st, 1856, payable August 1st, 1876,
interest at 7 per cent per annum, payable in the city of New-
York, semi-annually, on the 1st of February and the 1st of
August, \$411,000 00

Deduct amount of these Bonds purchased by this

Company for the Sinking Fund and cancelled,... 12,000 00

399,000 00

Bonds to the Stockholders of the Buffalo and Niagara Falls
Railroad Company, under the agreement before referred to,
dated February 1st, 1854, payable May 1st, 1883, interest at
6 per cent per annum, from the 1st of July, 1853, payable in
the city of New-York, semi-annually, on the first of May and

Carried forward, \$10,227,353 11

Brought forward,	\$10,227,353 11
the first of November, outstanding on the 30th of September, 1856,	\$103,100 00
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund and cancelled,	9,600 00
	<hr/> 93,500 00
Bonds given for Railroad Stock (held by the former Companies under Acts of the Legislature, purchased by this Company under the 9th Article of the Consolidation Agreement,) dated August 1st, 1853, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of May, 1853, payable in the city of New- York, semi-annually, on the 1st of May and the 1st of Novem- ber, outstanding on the 30th of September, 1856, \$812,000 00	
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund and cancelled,	5,000 00
	<hr/> 807,000 00
Bonds issued at different times for the purchase of Real Estate, payable May 1st, 1883, interest at 6 per cent per annum, pay- able in the city of New-York, semi-annually, on the 1st of May and the 1st of November, outstanding on the 30th of Septem- ber, 1856,	\$221,000 00
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund, and cancelled,	17,000 00
	<hr/> 204,000 00
<p>The aggregate amount, at par, of the Bonds of the three issues, last above mentioned, purchased by this Company for the common Sinking Fund for the said issues, and cancelled, during the fiscal year ending September 30th, 1857, was \$31,600, which have cost, on the average, including accrued interest at the time of purchase, 83.34 per cent. The particulars as to this Sinking Fund are stated in the last annual Report.</p>	
Bonds and Mortgages, some existing before Consolidation, assumed and given for part consideration of Real Estate purchased, pay- able at various times, up to 1866, with interest at the rate of 7 per cent per annum, with one exception, the item named below, which is at the rate of 6 per cent,	265,657 06
<p>(It is claimed that $\\$4,282\frac{5}{100}$ of the amount above named should be paid by one of the former Companies.)</p>	
Carried forward,	<hr/> \$11,597,510 17

Brought forward,	\$11,597,510 17
Bond issued to the New-York, Albany and Buffalo Electro-Magnetic Telegraph Company, for the exclusive use, for Railroad purposes, by this Company, of one of the wires of said Telegraph Company, dated July 2d, 1855, payable May 1st, 1860, interest at 6 per cent per annum, from the 1st of May, 1855, payable semi-annually, on the 1st of May and the 1st of November, at the office of the Treasurer of this Company,.....	10,000 00
Bonds of this Company, dated 15th of June, 1854, payable 15th of June, 1864, interest at 7 per cent per annum, payable in the city of New-York, semi-annually, on the 15th of June and the 15th of December, with the privilege of converting the principal into the Stock of the Company, at par, on the terms therein mentioned, at any time between the 15th of June, 1857, and the 15th of June, 1859,	3,000,000 00
Total amount of Funded Debt, September 30th, 1857,	<u>\$14,607,510 17</u>

The principal of the indebtedness assumed by this Company for the former Companies, amounted, in the aggregate, as particularly stated in previous Reports, to the sum of \$1,947,815.72, of which amount this Company has paid the sum of \$1,067,062 61.

As these debts were not fairly chargeable against the income of the Company, the Directors, as stated in former Reports, determined again to fund the amount. This has accordingly been done in part. Last year the amount reported as then paid was,.....

then paid was,.....	\$839,853 29
Of which there had been funded,.....	331,000 00
Leaving then unfunded,.....	\$508,853,29
The amount now funded is, as stated above,.....	<u>\$411,000 00</u>
Leaving still to be funded,.....	<u>\$656,062 61</u>

The last named amount of the issue of bonds for funding the said debts is therefore held by the Company as the equivalent for the amount it has thus advanced, to be disposed of whenever it may be found desirable.

7. THE FLOATING DEBT AS BY LAST REPORT:—NONE.

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING: }

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT: }

The Company has no Floating Debt.

During the year acceptances have occasionally been given by the Company, as heretofore, principally for cars and engines built for the Company under special contracts. Such acceptances are paid in cash as they mature.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, 6,241 per cent.

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time.
11. 12. For Graduation and Masonry,	\$6,736,414 53	\$6,777,106 60
13. 14. For Bridges,	795,183 18	808,067 91
15. 16. For Superstructure, including iron, ..	10,146,873 80	10,156,195 02
17. 18. For Passenger and Freight Stations, buildings and fixtures,	1,061,593 26	1,169,071 40
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures, ..	675,953 52	733,596 64
21. 22. For Land, Land Damages & Fences,	3,853,044 75	3,932,989 05
23. 24. For Locomotives and Fixtures, and Snow Plows,	2,241,662 17	2,351,466 12
25. 26. For Passenger and Baggage Cars, ...	830,011 47	851,127 81
27. 28. For Freight and other Cars,	1,689,365 20	1,969,483 34
29. 30. For Engineering and Agencies,	593,088 37	603,528 92
Construction account of the Roches- ter and Lake Ontario Railroad Co.,	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co., ..	658,921 56	658,921 56
Construction account of the Lewiston Railroad Co.,	354,260 69	354,260 69
31. Totals, cost of road and equipment, \$29,786,372 50		\$30,515,815 06

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,	555.88
33. Length of road laid,	555.88
34. Length of double track, including sidings,.....	311.80
35. Length of branches owned by the Company, laid,.....	258.13
36. Length of double track on the same,	2.
37. Weight of rail per lineal yard, on main track,.....	56 to 75 lbs.
38. The number of locomotive engine houses and shops,	38,

	Number.
Number of locomotive engines,.....	218
Number of first class passenger cars (rated as 8-wheel cars),.....	196
Number of second class and emigrant cars, “ “	74
Number of baggage, mail and express cars, “ “	64
Number of freight cars, “ “	2,707
Number of gravel cars and other service cars,.....	285

	Miles.
The length of the main line of road between the termini, that is, from Albany to Buffalo,.....	297.75

The length of side, or parallel and branch lines, is as follows:

	Miles.
From Troy to Schenectady,	21.
“ Syracuse to Rochester, <i>via</i> Auburn,.....	104.
“ Batavia to Attica,.....	11.
“ Rochester to Suspension Bridge,.....	74.75
“ Lockport Junction to Tonawanda,	12.25
“ Rochester Junction to Charlotte,	6.88
“ Buffalo to Lewiston,.....	28.25
	<hr/> 258.13

The total length of the main, side and branch lines, owned by the Company, is,	555.88
---	--------

The whole length of the first track, laid on main lines and branches measuring the length of the road, exclusive of second tracks and sidings,	555.88
The length of the second track, laid on main lines and branches (exclusive of sidings and turnouts less than one mile in length),.....	226.25
The length of sidings, turnouts and switches laid on main lines and branches,	99.22
	<hr/>
The total length of equivalent single track, laid on main lines and branches, adding to the length of the first track the length of the second track, of the sidings and of the turnouts,.....	881.35
	<hr/> <hr/>

39. The maps, profiles and drawings exhibiting the characteristics of the Company's Road; also the maps of the land taken or obtained for the use thereof have been made and filed in the proper offices, as required by law.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

40. Miles run by the passenger trains,	1,836,212
41. Miles run by the freight trains,	1,811,109
Miles run by the wood, gravel and construction trains,.....	336,969
Aggregate miles run by the passenger cars in passenger trains,	6,383,458
The same by baggage, mail and express cars in passenger trains,	2,415,588
The same by freight cars in passenger trains,	3,769,402
Aggregate miles run by all cars in passenger trains,	<u>12,568,448</u>

42. Average rate of fare charged, viz:

Cents.

For first class through passengers, per mile,..... 2

A small reduction has, at times, been made on fare for a
long line owned by several Companies, or at compe-
ting points.

For first class way passengers, per mile,

2

For second class and emigrant through passengers, per
mile,

1

For second class and emigrant way passengers, per mile,.

1

Average rate of fare charged for all classes of passengers,

1. 92

Average rates per ton per mile charged, viz:

On first class freight,..... 5.443

On second class freight,

4.218

On third class freight,..... 3.512

On fourth class freight,

2.768

Average rate per ton per mile charged on all classes of
freight,

3.986

The above are the established rates charged for freight. They are occasionally varied under special contracts, and for heavy freight in large quantities.

43. Number of passengers (all classes) carried in cars,	2,609,947
44. Number of miles travelled by passengers (all classes),.....	160,423,541
45. Number of tons (2,000 lbs.) of freight carried in cars,.....	838,791
46. Total movement of freight, or number of tons carried one mile,	145,873,776

Miles per hour.

47. Average rate of speed adopted by ordinary passenger trains, including stops,.....	21.
48. Rate of speed of same when in motion,.....	28.
49. Average rate of speed adopted by express trains, including stops,	29.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains, including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, ex- clusive of passengers and baggage,.....	110
54. Average weight in tons of freight trains, exclusive of freight,.	180

Tons.

55. The amount of freight, in tons :	
Of the products of the forest,	31,468
Of animals,.....	180,852
Of vegetable food,.....	275,941
Other agricultural products,.....	18,989
Manufactures,	75,731
Merchandise,.....	177,708
Other articles,.....	78,102

PASSENGERS—Number of Through and Way First Class in each direction for each month, and the aggregate number of miles travelled.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
October,	8,314	129,107	137,421	11,108	127,901	139,009	19,422	257,008	276,430	15,658,900
November,	5,145	98,915	104,060	5,699	99,495	105,194	10,844	198,410	209,254	12,115,866
December,	4,249	89,021	93,270	3,614	86,157	89,771	7,863	175,178	183,041	10,598,126
January,	2,880	69,336	72,216	2,396	69,596	71,992	5,276	138,932	144,208	8,349,684
February,	3,023	71,772	74,795	3,165	72,730	75,895	6,188	144,502	150,690	8,724,994
March,	4,304	86,285	90,589	7,222	89,320	96,542	11,526	175,605	187,131	10,834,938
April,	5,618	93,155	98,773	10,173	99,559	109,732	15,791	192,714	208,505	12,072,499
May,	6,333	91,569	97,902	7,522	96,531	104,053	13,855	188,100	201,955	11,693,252
June,	8,522	98,114	106,636	6,968	102,446	109,414	15,490	200,560	216,050	12,509,356
July,	8,576	123,888	132,464	6,129	125,663	131,792	14,705	249,551	264,256	15,300,498
August,	9,056	114,278	123,334	9,849	115,123	124,972	18,905	229,401	248,306	14,376,988
September,	10,041	121,573	131,614	14,144	124,688	138,832	24,185	246,261	270,446	16,005,376
Totals,	76,061	1,187,013	1,263,074	87,989	1,209,209	1,297,198	164,050	2,396,222	2,560,272	148,240,477

Number of Through and Way, Second Class and Emigrant in each direction, and the aggregate number of miles travelled.

	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
For the year,	5,245	116	5,361	33,869	10,445	44,314	39,114	10,561	49,675	12,183,064

In the above classifications, through passengers include those only who purchased tickets for the whole length of the road. All others, including those who actually passed over the whole line, but stopped on the way, and purchased tickets at different points, are called way passengers. Many of these should strictly be classed as through passengers.

TONNAGE—PRODUCTS OF THE FOREST.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	3	600	603	57	2,626	2,683	60	3,226	3,286
November,.....	24	458	482	43	1,641	1,684	67	2,099	2,166
December,.....	.....	382	382	49	1,505	1,554	49	1,887	1,936
January,	13	442	455	394	1,500	1,894	407	1,942	2,349
February,.....	.....	527	527	30	925	955	30	1,452	1,482
March,.....	12	891	903	48	2,172	2,220	60	3,063	3,123
April,.....	8	886	894	48	2,318	2,366	56	3,204	3,260
May,.....	60	654	714	132	1,989	2,121	192	2,643	2,835
June,	11	718	729	128	1,807	1,935	139	2,525	2,664
July,	36	868	904	178	2,003	2,181	214	2,871	3,085
August, .....	.....	1,064	1,064	57	1,887	1,944	57	2,951	3,008
September, .....	.....	576	576	64	1,634	1,698	64	2,210	2,274
Total,.....	167	8,066	8,233	1,228	22,007	23,235	1,395	30,073	31,468

TONNAGE—PRODUCTS OF ANIMALS.

MONTHS	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	11	467	478	9,613	10,458	20,071	9,624	10,925	20,549
November,.....	78	508	586	9,916	8,647	18,563	9,994	9,155	19,149
December,.....	43	799	842	14,628	6,611	21,239	14,671	7,410	22,081
January,.....	22	533	555	9,649	5,018	14,667	9,671	5,551	15,222
February,.....	95	339	434	5,785	3,432	9,217	5,880	3,771	9,651
March,.....	85	1,065	1,150	5,958	5,032	10,990	6,043	6,097	12,140
April,.....	168	560	728	7,070	5,630	12,700	7,238	6,190	13,428
May,.....	68	472	540	8,681	5,985	14,666	8,749	6,457	15,206
June,.....	29	298	327	7,153	4,941	12,094	7,182	5,239	12,421
July,.....	6	424	430	8,074	4,723	12,797	8,080	5,147	13,227
August,.....	10	295	305	6,568	6,447	13,015	6,578	6,742	13,320
September,.....	107	327	434	6,919	7,105	14,024	7,026	7,432	14,458
Total,.....	722	6,087	6,809	100,014	74,029	174,043	100,736	80,116	180,852

TONNAGE—VEGETABLE FOOD.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	890	890	15,005	24,767	39,772	15,005	25,657	40,662
November,	1,075	1,075	12,960	18,615	31,575	12,960	19,690	32,650
December,.....	737	737	7,291	24,169	31,460	7,291	24,906	32,197
January,	1,638	1,638	3,555	11,753	15,308	3,555	13,391	16,946
February,	1,213	1,213	498	9,254	9,752	498	10,467	10,965
March,	1,463	1,463	2,695	14,880	17,575	2,695	16,343	19,038
April,	1,935	1,935	1,298	17,615	18,913	1,298	19,550	20,848
May,	1,919	1,919	5,171	18,751	23,922	5,171	20,670	25,841
June,	1,242	1,242	1,528	23,866	25,394	1,528	25,108	26,636
July,	468	468	3,087	10,328	13,415	3,087	10,796	13,883
August,	312	312	3,334	9,364	12,698	3,334	9,676	13,010
September,.....	455	455	10,313	12,497	22,810	10,313	12,952	23,265
Total,.....	13,347	13,347	66,735	195,859	262,594	66,735	209,206	275,941

TONNAGE—OTHER AGRICULTURAL PRODUCTS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	53	633	686	245	1,317	1,562	298	1,950	2,248
November,.....	45	400	445	151	1,193	1,344	196	1,593	1,789
December,.....	60	457	517	373	778	1,151	433	1,235	1,668
January,.....	24	466	490	210	894	1,104	234	1,360	1,594
February,.....	19	420	439	177	907	1,084	196	1,327	1,523
March,.....	136	624	760	361	1,510	1,871	497	2,134	2,631
April,.....	187	561	748	194	1,181	1,375	381	1,742	2,123
May,.....	166	319	485	415	333	748	581	652	1,233
June,.....	207	366	573	99	185	284	306	551	857
July,.....	155	230	385	2	158	160	157	388	545
August,.....	80	279	359	67	160	227	147	439	586
September,.....	61	414	475	259	1,458	1,717	320	1,872	2,192
Total,.....	1,193	5,169	6,362	2,553	10,074	12,627	3,746	15,243	18,989

TONNAGE — MANUFACTURES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	728	1,969	2,697	363	3,867	4,230	1,091	5,836	6,927
November,.....	806	2,284	3,090	291	3,643	3,934	1,097	5,927	7,024
December,.....	516	1,878	2,394	748	4,612	5,360	1,264	6,490	7,754
January,.....	281	1,421	1,702	238	3,815	4,053	519	5,236	5,755
February,.....	327	1,295	1,622	223	4,004	4,227	550	5,299	5,849
March,.....	633	2,180	2,813	235	4,674	4,909	868	6,854	7,722
April,.....	890	2,529	3,419	170	4,741	4,911	1,060	7,270	8,330
May,.....	667	1,910	2,577	405	3,452	3,857	1,072	5,362	6,434
June,.....	311	1,485	1,796	336	3,005	3,341	647	4,490	5,137
July,.....	240	1,416	1,656	395	2,986	3,381	635	4,402	5,037
August,.....	361	1,291	1,652	580	2,866	3,446	941	4,157	5,098
September,.....	337	1,235	1,572	212	2,880	3,092	549	4,115	4,664
Total,.....	6,097	20,893	26,990	4,196	44,545	48,741	10,293	65,438	75,731

TONNAGE — MERCHANDISE.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	10,873	5,639	16,512	-----	1,189	1,189	10,873	6,828	17,701
November,.....	6,738	6,379	13,117	37	1,064	1,101	6,775	7,443	14,218
December,.....	5,022	5,035	10,057	39	1,494	1,533	5,061	6,529	11,590
January,.....	3,373	3,471	6,844	239	1,218	1,457	3,612	4,689	8,301
February,.....	5,152	3,138	8,290	37	1,081	1,118	5,189	4,219	9,408
March,.....	13,557	7,722	21,279	20	1,349	1,369	13,577	9,071	22,648
April,.....	11,861	9,865	21,726	42	1,625	1,667	11,903	11,490	23,393
May,.....	7,837	6,604	14,441	42	1,165	1,207	7,879	7,769	15,648
June,.....	4,852	4,432	9,284	22	1,034	1,056	4,874	5,466	10,340
July,.....	5,700	1,474	7,174	-----	1,163	1,163	5,700	2,637	8,337
August,.....	11,433	4,243	15,676	11	749	760	11,444	4,992	16,436
September,.....	12,679	5,276	17,955	-----	1,733	1,733	12,679	7,009	19,688
Total,.....	99,077	63,278	162,355	489	14,864	15,353	99,566	78,142	177,708

TONNAGE — OTHER ARTICLES NOT EMBRACED IN THE FOREGOING CLASSES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	1,131	2,437	3,568	336	4,934	5,270	1,467	7,371	8,838
November,.....	1,101	2,310	3,411	375	3,683	4,058	1,476	5,993	7,469
December,.....	305	1,810	2,115	934	4,675	5,609	1,239	6,485	7,724
January,.....	116	1,879	1,995	140	1,531	1,671	256	3,410	3,666
February,.....	337	1,289	1,626	210	1,497	1,707	547	2,786	3,333
March,.....	454	2,359	2,813	759	2,591	3,350	1,213	4,950	6,163
April,.....	500	2,836	3,336	220	3,916	4,136	720	6,752	7,472
May,.....	380	3,012	3,392	628	4,330	4,958	1,008	7,342	8,350
June,.....	328	2,256	2,584	297	3,896	4,193	625	6,152	6,777
July,.....	377	2,556	2,933	211	2,183	2,394	588	4,739	5,327
August,.....	398	2,366	2,764	249	3,821	4,070	647	6,187	6,834
September,.....	547	2,304	2,851	73	3,225	3,298	620	5,529	6,149
Total,.....	5,974	27,414	33,388	4,432	40,282	44,714	10,406	67,696	78,102

TOTAL TONNAGE—ALL CLASSES OF FREIGHT.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Mileage.
October,.....	12,799	12,635	25,434	25,619	49,158	74,777	38,418	61,793	100,211	17,941,014
November,.....	8,792	13,414	22,206	23,773	38,486	62,259	32,565	51,900	84,465	16,349,901
December,.....	5,946	11,098	17,044	24,062	43,844	67,906	30,008	54,942	84,950	14,973,052
January,	3,829	9,850	13,679	14,425	25,729	40,154	18,254	35,579	53,833	8,699,128
February,	5,930	8,221	14,151	6,960	21,100	28,060	12,890	29,321	42,211	8,724,255
March,.....	14,877	16,304	31,181	10,076	32,208	42,284	24,953	48,512	73,465	13,043,736
April,.....	13,614	19,172	32,786	9,042	37,026	46,068	22,656	56,198	78,854	11,464,851
May,	9,178	14,890	24,068	15,474	36,005	51,479	24,652	50,895	75,547	12,061,994
June,.....	5,738	10,797	16,535	9,563	38,734	48,297	15,301	49,531	64,832	8,487,265
July,	6,514	7,436	13,950	11,947	23,544	35,491	18,461	30,980	49,441	9,205,843
August,	12,282	9,850	22,132	10,866	25,294	36,160	23,148	35,144	58,292	10,435,808
September,	13,731	10,587	24,318	17,840	30,532	48,372	31,571	41,119	72,690	14,486,929
Total,.....	113,230	144,254	257,484	179,647	401,660	581,307	292,877	545,914	838,791	145,873,776

COST OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING SEPTEMBER 30TH, 1857.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, except- ing cost of iron,.....	\$706,424 41	\$370,070 07	\$336,354 34
57. For depreciation of way.*			
58. Cost of iron (including the cost of chairs and spikes), used in repairs,.....	343,043 34	179,707 08	163,336 26
59. Repairs of buildings,.....	112,652 20	59,020 44	53,631 76
60. Repairs of fences and gates,.....	17,047 38	8,930 30	8,117 08
61. Taxes on real estate,.....	134,372 62	70,392 65	63,979 97
Repairs of Mohawk turnpike,.....	2,002 93	1,047 73	955 20
62. Totals,	\$1,315,542 88	\$689,168 27	\$626,374 61

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING SEPTEMBER 30TH, 1857.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders,.....	\$435,383 73	\$228,683 41	\$206,700 32
65. Depreciation of engines and tenders,*			
66. Repairs of passenger and baggage cars...	189,310 65	189,310 65	
67. Depreciation of passenger and baggage cars,*			
68. Repairs of freight cars,.....	179,385 36	.....	179,385 36
69. Depreciation of freight cars,*			
70. Repairs of tools and machinery in shops,	30,807 33	16,138 70	14,668 63
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,...	64,096 33	33,577 18	30,519 15
72. Totals,	\$898,983 40	\$467,709 94	\$431,273 46

COST OF OPERATING THE ROAD FOR THE YEAR ENDING SEPTEMBER 30TH, 1857.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,	\$28,973 27	\$18,066 38	\$10,906 89
74. Agents and clerks,.....	223,164 39	93,404 16	129,760 23
75. Labor, loading and unloading freight,....	201,581 87	.....	201,581 87
76. Porters, watchmen and switch tenders,...	190,245 09	99,662 56	90,582 53
77. Wood and water station attendance,....	47,778 37	25,028 30	22,750 07
78. Conductors, baggagemen and brakemen,.	157,045 60	89,790 21	67,255 39
79. Enginemen and firemen,.....	170,558 31	73,133 35	97,424 96
80. Fuel, cost and labor of preparing for use, (See note at page 28.)	847,853 14	444,159 82	403,693 32
81. 82. 83. Oil and waste,.....	123,688 85	64,193 35	59,495 50
84. Loss and damage of goods and baggage,.	42,749 56	8,655 72	34,093 84
85. Damages for injuries of persons,.....	34,020 96	17,823 81	16,197 15
86. Damages to property, including damages by fire and cattle killed on road,.....	11,330 41	5,935 49	5,394 92
87. General superintendence,.....	53,794 99	28,183 48	25,611 51
88. Contingencies,.....	106,204 45	59,311 81	46,892 64
89. Totals,	\$2,238,989 26	\$1,027,348 44	\$1,211,640 82

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equip-
ment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY

OF ALL TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH
1857, AS SHOWN BY THE PRECEDING TABLES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,.	\$1,315,542 88	\$689,168 27	626,374 61
Repairs of Machinery,	898,983 40	467,709 94	431,273 46
Operating the Road,.....	2,238,989 26	1,027,348 44	1,211,640 82
Total,.....	\$4,453,515 54	\$2,184,226 65	\$2,269,288 89

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

91. 95. From Passengers,	\$3,147,636 86
92. 96. From Freight,.....	4,559,275 88
93. 97. From other sources,.....	320,338 6
Total,	<u>\$8,027,251 41</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz:	
For Passenger Business,.....	\$2,184,226 65
For Freight Business,.....	2,269,288 89
	<u>\$4,453,515 54</u>
99. For Interest,.....	\$970,871 12
For Sinking Funds,.....	113,294 38
	<u>\$1,084,165 50</u>
100. For Dividends, viz:	
No. 7, Feb., 1857, 4 per cent,.....	\$959,782 00
No. 8, Aug., 1857, 4 per cent,.....	959,782 00
	<u>\$1,919,564 00</u>

Transportation expenses for the year ending September 30th, 1857, 55.48 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1857, \$2,489,570.37, equal to 10.375 per cent on the amount of the Capital Stock of the Company upon which dividends are payable.

By reference to page 28 of the Report it will be seen that the value of the materials on hand, on the 30th of September, 1857, exceeded the same item at the close of the previous fiscal year, \$118,995.45, which amount is included in transportation expenses, but should be deducted therefrom and added to the net earnings to show the actual result of the business of the year. This would make the transportation expenses a little less than 54 per cent of the gross earnings.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1857.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passenger,.....	\$136,666 22	\$74,477 11	\$53,352 36	\$29,946 32	\$41,626 01	\$78,942 61	\$89,214 32
Way passenger,.....	213,650 18	170,606 98	137,056 25	111,250 34	101,979 83	138,988 86	170,397 59
Through freight,.....	327,514 28	274,894 62	237,166 99	148,901 87	147,943 11	233,580 88	227,088 26
Way freight,.....	231,759 07	215,306 10	244,132 82	144,120 53	129,965 36	210,142 19	207,968 89
Transportation of mails,.	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50
Express,	5,400 00	5,000 00	5,400 00	5,400 00	4,800 00	5,200 00	5,200 00
Rents, storage, use of engines and cars, and other earnings, }	27,932 74	3,185 88	3,010 79	13,445 58	24,368 02	13,667 95	6,661 48
Totals,	\$950,379 99	\$750,928 19	\$687,576 71	\$460,522 14	\$458,139 83	\$687,979 99	\$713,988 04

EARNINGS.—(Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total for the year.
Through passenger,.....	\$63,868 65	\$90,050 94	\$91,633 97	\$101,013 63	\$139,034 29	\$989,826 43
Way passenger,.....	183,622 77	191,437 43	206,492 77	219,677 67	250,049 76	2,095,210 43
Through freight,.....	199,182 69	128,131 67	142,650 09	194,404 39	257,327 08	2,518,785 93
Way freight,.....	167,041 62	143,144 14	104,235 91	101,958 10	140,715 22	2,040,489 95
Transportation of mails,.....	7,457 50	7,457 50	7,457 50	7,457 50	7,457 50	89,490 00
Express,	5,200 00	5,200 00	5,400 00	5,200 00	5,200 00	62,600 00
Rents, storage, use of engines and cars, and other earnings, }	28,883 38	6,114 74	7,470 43	33,374 58	62,733 10	230,848 67
Totals,.....	\$655,256 61	\$571,536 42	\$565,340 67	\$663,085 87	\$862,516 95	\$8,027,251 41

VALUE OF MATERIALS ON HAND SEPTEMBER 30TH, 1857.

Wood, cords of,.....	191,119	\$669,182 14
Oil, gallons of,.....	2,343	2,141 64
Iron rails, tons of,.....	1,192	37,504 91
Chairs, pounds of,.....	60,450	1,580 68
Spikes, pounds of,.....	49,008	1,964 55
Ties, number of,	34,400	13,760 00
Iron and other metals, unwrought, tons of,	406	48,426 84
Iron and other metals, worked and partly worked, tons of,	522	76,240 99
Lumber, feet of,	1,026,021	23,957 92
Lumber, framed or worked,		4,850 00
Engine, tender and car wheels,		69,404 24
Lumber and nails for fences,		3,290 45
Paints,		2,866 50
Rubber springs,		2,733 44
Car trimmings,		10,842 68
Glass,		3,451 26
Scrap iron,		16,237 45
Other articles,.....		12,211 66
Total,.....		<u>\$1,000,647 35</u>
Value of materials on hand as by last report,.....		881,651 90
Increase,		<u><u>\$118,995 45</u></u>

NOTE.—The total cost of fuel delivered to the Company and paid for during the fiscal year, including the cost of preparing the same for use, amounted to \$847,853.14, as will be seen by reference to page 25.

This amount includes about \$100,000 for wood purchased during the preceding season, but not delivered until after the commencement of the fiscal year, ending September 30, 1857. The value of the wood on hand at the close of the fiscal year, including the cost of preparing the same for use, exceeds the same item at the close of the previous fiscal year, \$94,272.64.

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured survived or died.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collision of trains,.....	----	----	----	1	----	1	----	2
Trains thrown from the track,	----	4	2	3	----	----	2	7
At work or standing by or upon trains,	----	----	2	3	----	----	2	3
Jumping on or off the trains or en- gines while in motion,.....	1	1	3	1	4	1	8	3
Fell from the cars,.....	2	----	----	----	----	----	2	----
Thrown from the cars or engines,....	----	----	4	1	1	---	5	1
Run over while walking, standing or lying on the track,.....	----	----	1	1	17	1	18	2
Totals,	3	5	12	10	22	3	37	18

The persons who died of their injuries are classified as killed. Those who are reported as injured, have survived their injuries, so far as is known to the officers of the Company.

TA It is believed that none of the accidents have arisen from the carelessness or negligence of any person in the employment of the Corporation.

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1856.

OCTOBER 1. Thomas Kennedy, an employee of the Company, was working at a ditch on the line of the road, about two miles east of Buffalo, when the trains from the east and from the west approached. He was struck by one of the trains and thrown against the other and killed.

OCTOBER 1. A passenger train, going west, was thrown from the track near Albion, in consequence of obstructions maliciously placed upon the track. George Lupp, the engineer in charge of the locomotive, was seriously injured.

OCTOBER 3. John Sidney, the fireman of a locomotive going west with an emigrant train, fell from his engine, about two miles west of Clyde, was run over and killed.

OCTOBER 3. John Smith, a switchman, in attempting to step from a locomotive while in motion, at Rochester, missed his hold and fell under the wheel, whereby his foot became crushed and death ensued.

1856.

OCTOBER 3. Mrs. Cronkhite, an aged lady, in attempting to pass from one passenger car to another, on the mail train going west, fell between the platforms upon the track, at the Sand Bank near Schenectady, was run over and killed.

OCTOBER 11. George Leach, a lad, while playing in a trench excavated by the Albany Gas Light Company, under the track of the road at the corner of Lumber and Jackson-streets, in the city of Albany, was struck by an engine and killed.

NOVEMBER 4. Michael Gilner, while walking upon the track near Crane's Village, was struck by the Troy freight train going east, and killed. He was intoxicated at the time.

NOVEMBER 7. Robert Laney jumped from the engine of a freight train, going east, while in motion, at Schenectady, fell upon the track, was run over and died of his injuries. He was intoxicated and got upon the engine unobserved.

NOVEMBER 7. Abram Randall, while walking upon the track, near Oneida, was struck by the engine of the freight accommodation train, going west, and was killed. He was deaf and quite aged.

NOVEMBER 12. A boy, named Thomas Smith, got upon the emigrant train going west, while in motion, at Schenectady, and in jumping therefrom fell upon the track, was run over and killed.

NOVEMBER 20. Roger Donahoe, in attempting to cross the track at Chicago-street, in Buffalo, immediately in front of a passing locomotive, was struck by it and killed.

NOVEMBER 26. Asa Fuller, a brakeman, caught his foot in the bell cord on the top³ of a freight train going eastward, near Utica, and fell upon the track between the cars. A portion of the train, passing over him, cut off both his arms.

NOVEMBER 27. As a locomotive was backing down to the Round House in Buffalo, John Roach, a switchman, got off therefrom to change a switch; in doing so his foot was thrown under the wheels and crushed.

NOVEMBER 28. John Van Alstine, a brakeman on the emigrant train going west, was adjusting the bell cord on top of the train. As the train passed under a bridge, near Canastota, his head came in contact with it, injuring him seriously.

DECEMBER 9. J. Goodman, in attempting to get on a locomotive at Suspension Bridge, lost his hold and fell, whereby one of his feet was thrown under the wheels and crushed. He had been repeatedly warned by an employee of the Company against getting upon the engine.

DECEMBER 9. Norman Potter, while walking upon the track at Warner's Station, was struck by the engine of the express train going east, and killed. It is supposed that he was intoxicated.

DECEMBER 11. A stock train, moving eastward, parted upon a curve, about three and a half miles east of Lockport, leaving a portion of the train standing upon the track. Another stock train, which was following, came in collision

1856.

with the cars referred to, the engineer of the rear train not observing the signals which were given to him to stop. Jesse W. Warner, who was in charge of stock on one of the trains, lost an arm and was otherwise injured. Wright Godfrey, a fireman, was slightly bruised.

DECEMBER 24. The last two cars of the Cleveland express train, going east, were thrown from the track and down an embankment, about one and a half miles east of Fonda, by the breaking of a rail, whereby three passengers were injured. Mrs. Morgan was burned by the stove and sustained an injury to her shoulder. Mr. Gates and Mr. Gardner were slightly bruised. E. J. Webster, a brakeman, was slightly injured.

1857.

JANUARY 6. The express, baggage and two passenger cars of a train were thrown from the track by the breaking of a rail, two miles west of Pekin. Nicholas Edwards, a passenger, was slightly bruised.

JANUARY 19. A passenger car of the express train, going east, was thrown from the track by the breaking of a rail, about five miles west of Albany. David Hamlet and Jeremiah Mahony, brakemen, jumped from the train and were killed. Lucius J. Smith, Jr., a passenger, also jumped from the train and was seriously injured.

FEBRUARY 3. Bernard Tracy, a switchman in the employ of the company, after changing a switch at Utica, stepped upon a parallel track, and was struck by a train backing towards him, whereby he received injuries which caused his death.

FEBRUARY 9. The rear car of an emigrant train was thrown from the track, two miles east of Herkimer, by a broken rail. Owen Evans, a brakeman, was thrown from the platform of the car and killed.

FEBRUARY 14. The coupling between a locomotive and tender broke, about five miles east of Schenectady. Jeremiah Tallman, the fireman on the locomotive, was thrown on the track, run over and killed.

FEBRUARY 16. The engine of the mail train, going west at night, was thrown from the track and down an embankment, about three and a half miles west of Canandaigua, by obstructions maliciously placed upon the track. John Snell, the engineer, remained upon his engine and sustained injuries whereof he died.

FEBRUARY 28. Freeman Colledge jumped from a passenger train as it was leaving the depot at Rochester, and was thrown under the rear car of the train, run over and killed.

MARCH 4. Joseph Condit was struck, about two miles west of Geneva, and killed, by the engine of the night mail train, going west. He was lying upon the track and was intoxicated.

MARCH 27. As the way freight train was approaching the Churchville station, Warren Richardson, a brakeman, leaned out from between the cars and came in contact with a fence post, or board of a cattle guard fence, and was killed.

1857.

- APRIL 6. James Broodie was found dead upon the track near the Clinton-street crossing, Buffalo. It is supposed that he was struck by a passing locomotive and killed during a violent snow storm. He was insane.
- JUNE 2. Michael Gawz was observed near the track about two miles west of Rochester, by those in charge of the passenger train going west; as the train approached he laid down directly in front of the engine, with his neck upon the rail, and was run over and killed. From papers found upon his person it was evident that he intended to commit suicide.
- JUNE 10. William Hawthorn, a passenger in the emigrant train going west, sat down upon the platform of one of the cars and fell asleep; when near Sprakers, in attempting to rise, he fell from the platform, while the train was in motion, and died from the injuries he received. It is supposed that he was intoxicated.
- JUNE 16. A man named Holcomb walking upon the track about four miles west of Syracuse, and in the same direction with the train going west, was signaled of his danger; as the train drew near he looked around and quickened his pace, but not leaving the track he was struck by the engine and was so injured that he died. He was insane.
- JUNE 22. Patrick Lannon was struck by the engine of the steamboat express train going west, about two and a half miles west of Syracuse, whereby his leg was broken and he was otherwise injured. He was sitting on one of the rails of the track with his face turned towards the train and was intoxicated.
- JULY 3. William Quinn, a brakeman on a stock train moving east, fell from or was knocked off the train at Weedsport and killed. It is supposed that he was standing on top of one of the cars and came in contact with a bridge under which the train passed.
- JULY 4. William Burns, a brakeman on a freight train going west, fell from his train near Fonda and was killed. The cause of his falling is not known.
- JULY 11. An unknown man, believed to have been a drover, was found dead upon the track near Manlius. It is supposed that he had accidentally fallen the night from a stock train while in motion.
- JULY 17. William Ross, a passenger on the New-York express train, fell or jumped from the train while in motion, between Suspension Bridge and Niagara Falls, and was killed.
- JULY 25. L. L. Heizer, a brakeman, while between two freight cars at Syracuse, attempting to move one of them, had his leg broken in three places.
- JULY 28. An unknown man, walking upon the track towards the accommodation train going west, about two miles east of Weedsport, was struck by the engine and killed. He paid no attention to the signals which were given of his danger.
- AUGUST 5. A man named Bastion, while standing upon the track about half a mile east of Palatine Bridge in the act of putting on an overshirt, was run over by the New-York express train going west and killed. He was seen intoxicated a short time previously to the accident.

1857.

- AUGUST 14. Nancy Higgins, a girl ten or twelve years of age, was run over and killed at a road crossing near Savannah, by the New-York express train moving west. She had been sent to watch the crossing by her mother, who was employed for that purpose, and it is supposed that she fell asleep upon the track.
- AUGUST 17. William A. Pratt was run over and killed, between the freight-house and State-street at Schenectady, by a freight train moving east. He was seen very much intoxicated near the place of the accident shortly before its occurrence.
- AUGUST 21. The night express train going west, when about two miles west of Albany, ran over and killed Patrick Reynolds, who was lying upon the track and was intoxicated as is supposed.
- AUGUST 24. George Williamson, a fireman on a freight train going west, in attempting to pass on the top of the train, from the cars to the engine, was struck on the head as the train passed under a bridge near Manlius and was severely injured.
- AUGUST 28. Philip Brenagen, while lying upon the track at the foot of Quackenbush-street, in the city of Albany, was run over by a portion of a freight train in the night and killed. It is supposed that he was intoxicated.
- AUGUST 31. The engine of the express train, going west, when two miles east of Savannah, struck and killed Allen Miles, who was walking upon the track towards the train and was looking in the same direction.
- SEPTEMBER 3. An unknown man, who had been riding between two cars of a freight train from the west, without the knowledge of those in charge of the train, in attempting to get off at Syracuse, while the train was in motion, fell upon the track, was run over and killed.
- SEPTEMBER 9. A passenger train was thrown from the track seven miles west of Syracuse by obstructions placed thereon by some person or persons unknown. Homer Jacobs, a brakeman, had his leg broken and was otherwise injured.
- SEPTEMBER 11. John Driscoll, who was employed in watching wood near Clyde, being on the track at that place, was struck by the express train moving east, causing his death a short time afterwards.
- SEPTEMBER 24. Samuel Van de Carr was run over and killed, one mile west of Shortsville, by an express train going west. He was lying on the track near a curve and was not discovered by the engineer in time to stop the train. It is supposed that he was intoxicated.

NAMES AND RESIDENCES

OF THE

DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	JOHN L. SCHOOLCRAFT,	ALBANY.
DEAN RICHMOND,	BUFFALO.	JOHN V. L. PRUYN,	ALBANY.
JOSEPH FIELD,	ROCHESTER.	NATHANIEL THAYER,	BOSTON.
JOHN H. CHEDELL,	AUBURN.	EDWARD G. FAILE,	NEW-YORK.
HORACE WHITE,	SYRACUSE.	ISAAC TOWNSEND,	NEW-YORK.
ALONZO C. PAIGE,	SCHENECTADY.	LIVINGSTON SPRAKER,	PAL. BRIDGE.
RUSSELL SAGE,	TROY.		

OFFICERS.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President,</i>	BUFFALO.
JOHN V. L. PRUYN,	<i>General Counsel and Pres. pro tem.,</i>	ALBANY.
GILBERT L. WILSON,	<i>Treasurer and Secretary,</i>	ALBANY.

Officers in charge of the Line.

CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	ALBANY.
GEORGE E. GRAY,	<i>Chief Engineer,</i>	"
D. HAMILTON,	<i>General Wood Agent,</i>	"
S. DRULLARD,	<i>General Freight Agent,</i>	"

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i>	ALBANY.
E. FOSTER, Jr.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady</i>	TROY.
Z. C. PRIEST,	<i>Schenectady and Syracuse</i>	UTICA.
H. W. CHITTENDEN,	<i>Syracuse and Rochester</i>	SYRACUSE
JOB COLLAMER,	<i>Rochester, Buffalo & Niag. Falls Division,</i>	ROCHESTER

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW-YORK CENTRAL RAILROAD COMPANY,

ALBANY, DECEMBER 9TH, 1857.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed)

ERASTUS CORNING,

President.

(Signed)


C. VIBBARD,

General Superintendent.

THE NEW-YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1857.

To Expenses of Maintaining and Operating Road,.....	\$4,453,515 54	By Balance, September 30th, 1856,.....	\$1,301,036 00
" Coupons and Interest,.....	970,871 12		
" Dividend No. 7, Feb., 1857, 4 per cent,... \$959,782 00		" Passenger Receipts,.....	\$3,147,636 86
" Dividend No. 8, Aug., 1857, 4 per cent,... 959,782 00	1,919,564 00	" Freight Receipts,.....	4,559,275 88
		" Mail,	89,490 00
" Future Income: Amount of one year's contribution to Sinking Funds, transferred to current Income Account:		" Miscellaneous,.....	230,848 67
Debt Certificates,..... \$111,182 38			8,027,251 41
Bonds to Buffalo and Niagara Falls R. R. Co., 2,112 00	113,294 38		
" D. Richmond, Trustee: South Shore Line Lake Erie Steamboats; Balance of this account transferred to Income Account, ..	44,469 98		
" Balance, September 30th, 1857,.....	1,826,572 39		
	\$9,328,287 41		\$9,328,287 41
 The proportion of a semi-annual dividend of four per cent, accrued from the 1st of August to this date, is	\$319,914 00	By Balance, September 30th, 1857,.....	\$1,826,572 39

THE NEW-YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1857.

Railroad and Equipment,.....		\$80,515,815 06	Capital Stock,		\$24,186,060 69
Cash in Banks,	\$273,907 19		Funded debt of Albany and Schenectady R.R. Co., \$184,000 00		
Passenger and Freight Agents; Balances, since remitted,.....	471,575 29	750,482 48	“ “ Schenectady and Troy R. R. Co., . 100,000 00		
			“ “ Rochester and Syracuse R. R. Co., 287,768 10		
			“ “ Buffalo and Rochester, R. R. Co., 58,985 01		
Michigan Central Railroad Company; Lake Erie Steamboats, \$198,925 27			“ “ Rochester, Lockport and Niagara Falls R. R. Co.,..... 300,000 00	\$880,738 11	
Buffalo and State Line Railroad Company stock,	557,800 00		“ “ Buffalo and Niagara Falls R. R. Co.,	65,000 00	
Lewiston Railroad Company stock,	142,110 69				
Troy Union Railroad Company stock,	6,881 25	910,797 21	Debt Certificates,	\$8,892,600 00	
Hudson River Bridge Company stock,.....	10,080 00		Bonds for Convertible loan, ..	3,000,000 00	
		234,554 07	“ Railroad stocks,	807,000 00	
Bills Receivable,			“ Real Estate,	204,000 00	
			“ Funding debts of old Companies,	399,000 00	
Debt Certificate Sinking Fund,	\$632,000 00		Bonds to Buffalo and Niagara Falls R. R. Co., ..	93,500 00	
Future Income; Proportion of Debt Certificates, &c., chargeable to the Income of the Co., from Sept. 30, 1857, to May 1, 1858.	8,859,976 77	8,991,976 77	Bond to Telegraph Co.,	10,000 00	
			Bonds and Mortgages,	265,657 06	18,671,737 06
General Post-Office Department,	\$22,372 50				14,607,510 17
Trustees Buffalo and Rochester Railroad Company,	3,156 21	25,528 71	Bills payable,		197,033 48
Real Estate; purchased of Buffalo and Niagara Falls R. R. Co.		32,500 00	Trustees of the Syracuse and Utica R. R. Co.,	\$1,606 92	
			Liabilities assumed for Rochester and Syracuse R. R. Co.,	20,918 54	
			Unclaimed Dividends,	4,593 15	27,118 61
			Expenses of operating road; Balance of September disbursements paid in October,		305,071 47
			Interest and coupons; accrued to Sept. 30, including coupons retained from Buffalo and Rochester R. R. Co.,		861,687 49
			Income account; Balance on September 30th, 1857,		1,826,572 39
		\$41,461,654 80			\$41,461,654 80

THE NEW-YORK CENTRAL RAILROAD COMPANY.

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT, AND ALL OTHER SOURCES, FOR THE YEARS ENDING
SEPTEMBER 30TH, 1853, 1854, 1855, 1856 AND 1857.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE OVER PREVIOUS YEAR.			
					Passengers.	Freight.	Other Sources.	Total.
Sept. 30, 1853,.	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17	-----	-----	-----	-----
“ “ 1854,.	3,151,513 89	2,479,820 66	286,999 95	5,918,334 50	\$321,845 15	\$644,248 41	\$164,720 77	\$1,130,814 33
“ “ 1855,.	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	90,715 30	709,782 24	*155,250 90	645,246 64
“ “ 1856,.	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	*34,850 87	1,138,438 46	40,179 45	1,143,767 04
“ “ 1857,.	3,147,636 86	4,559,275 88	320,338 67	8,027,251 41	*59,741 46	231,234 52	148,410 17	319,903 23
Increase from September 30th, 1853, to September 30th, 1857.—Four years,....					\$317,968 12	\$2,723,703 63	\$198,059 49	3,239,731 24

* Decrease.



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ANNUAL REPORT

35928
OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year Ending September 30th, 1858, C.

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1858.

ANNUAL REPORT

35928
OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year Ending September 30th, 1858,

MADE TO THE

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OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1858.

STATE OF NEW YORK, }
CITY AND COUNTY OF ALBANY, } ss.

ERASTUS CORNING, President of THE NEW YORK CENTRAL RAILROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself, deposes and says that the statements in the annexed Report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) ERASTUS CORNING.

(Signed) C. VIBBARD.

Subscribed and sworn to before)
me, this first day of Decem-)
ber, 1858.

(Signed) J. STERNBERGH,
Commissioner of Deeds.

REPORT

OF THE NEW YORK CENTRAL RAILROAD COMPANY to the STATE ENGINEER AND
SURVEYOR of the STATE OF NEW YORK, made pursuant to
Chapter 140 of the Laws of 1850.

Being for the Year Ending September 30th, 1853.

1. THE AMOUNT OF THE CAPITAL STOCK AS BY CHARTER :

2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED :

Capital stock, as by last report,..... \$24,182,400 00

The amount now of capital stock,..... 24,182,400 00

3. THE AMOUNT OF CAPITAL STOCK PAID IN, AS BY LAST REPORT, \$24,136,660 69

4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN, 24,182,400 00

5. THE FUNDED DEBT AS BY LAST REPORT, \$14,607,510 17

Add the amount of bonds temporarily held by the Company, as
stated in said report, of the issue for funding the debts of the
former Companies, assumed on the Consolidation,..... 656,062 61

\$15,263,572 78

6. THE TOTAL AMOUNT NOW OF FUNDED DEBT :

Debt Certificates, or Premium Bonds, issued to the Stockholders under the 15th
Article of the Consolidation Agreement, dated August 1st, 1853, payable
May 1st, 1883, with interest at the rate of 6 per cent per annum from May
1st, 1853, payable semi-annually, in the city of New York, on the 1st of
May and the 1st of November,..... \$8,892,600 00

Deduct the amount of these Certificates purchased for the Sink-
ing Fund, provided for their payment by the 16th Article
of the Consolidation Agreement,..... 792,600 00

Carried forward,..... \$8,100,000 00

Brought forward,..... \$8,100,000 00

Debts of the former Companies composing the line, assumed
by this Company under the fifth Article of the Consolidation
Agreement, viz.:

THE ALBANY AND SCHENECTADY RAILROAD COMPANY:

Bond to the Mayor, Aldermen and Commonalty of the city of
Albany, payable July 1st, 1864, interest at 5 per cent per
annum, payable in the city of Albany, semi-annually, on the
1st of January and the 1st of July,..... \$125,000 00
Bonds of the Company payable, \$1,000 July 15,
1859, and \$1,000 July 15, 1860, interest at 7 per
cent per annum, 2,000 00
\$127,000 00

THE SCHENECTADY AND TROY RAILROAD COMPANY:

State Stock, issued pursuant to Chapter 299 of the
Laws of 1840, payable July 1st, 1867, interest
at 6 per cent per annum, payable in the city of
New York, semi-annually, on the 1st of January
and the 1st of July,..... 100,000 00

THE ROCHESTER AND SYRACUSE RAILROAD COMPANY:

State Stock, issued in aid of the construction of the
Auburn and Rochester Railroad, under Chapter
195 of the Laws of 1840; one-half payable on
1st of August, 1860, and one-half on 1st of
January, 1861, interest at $5\frac{1}{2}$ per cent per an-
num, payable in the city of New York, semi-
annually, on the 1st of January and the 1st of
July, \$200,000 00

Deduct the amount of the Sinking
Fund, created under the Act of the
Legislature referred to, in the hands
of the Comptroller on the 30th of

September, 1858,..... 122,617 58
77,382 42

Carried forward,..... \$304,382 42 \$8,100,000 00

Brought forward, \$304,382 42 \$8,100,000 00

THE BUFFALO AND ROCHESTER RAILROAD COMPANY:

State Stock issued in aid of the construction of the Tonawanda Railroad, under Chapter 200, of the Laws of 1840, payable on the 1st of July, 1865, interest at $5\frac{1}{2}$ per cent per annum, payable in the city of New York, semi-annually, on the 1st of January and the 1st of July,... \$100,000 00

Deduct the amount of the Sinking Fund created under the Act of the Legislature referred to, in the hands of the Comptroller on the 30th of

September, 1858,..... 44,699 99
55,300 01

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY:

Bonds of the Company, dated Aug. 1st, 1851, payable Aug. 1st, 1861, interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 1st of February and the 1st of August,.. 298,000 00
298,000 00

Total amount outstanding of the debts of the former Companies,.. 657,682 43

Bonds of the Buffalo and Niagara Falls Railroad Company, assumed by this Company under the agreement, by way of lease, between the two Companies, viz.:

Bonds payable October 1st, 1864, interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 1st of January and the 1st of July,..... \$43,000 00

Bonds payable, \$1,000 November 1st, 1858, (since paid,) and \$2,000 November 1st, 1859, interest at 7 per cent per annum,..... 3,000 00
3,000 00

46,000 00

Bonds of the issue for funding the principal of the debts assumed by this Company for the former Companies, at the time of consolidation, dated August 1st, 1856, payable August 1st, 1876,

Carried forward,..... \$8,803,682 43

Brought forward,.....		\$8,803,682 43
interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 1st of February and the 1st of August,.....	\$1,297,000 00	
Deduct amount of these Bonds purchased by this Company for the Sinking Fund and cancelled,.....	41,000 00	
		1,256,000 00
Bonds to the Stockholders of the Buffalo and Niagara Falls Railroad Company, under the agreement before referred to, dated February 1st, 1854, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of July, 1853, payable in the city of New York, semi-annually, on the 1st of May and the 1st of November, outstanding on the 30th of September, 1857,	\$93,500 00	
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund and cancelled,.....	500 00	
		93,000 00
Bonds given for Railroad Stock (held by the former Companies under Acts of the Legislature, purchased by this Company under the 9th Article of the Consolidation Agreement), dated August 1st 1853, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of May, 1853, payable in the city of New York, semi-annually, on the 1st of May and the 1st of November, outstanding on the 30th of September, 1857,	\$807,000 00	
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund and cancelled,.....	22,000 00	
		785,000 00
Bonds issued at different times for the purchase of Real Estate, payable May 1st, 1883, interest at 6 per cent per annum, payable in the city of New York, semi-annually, on the 1st of May and the 1st of November, outstanding on the 30th of September, 1857,	\$204,000 00	
Deduct amount of these Bonds since purchased by this Company for the Sinking Fund, and cancelled,.....	4,000 00	
		200,000 00
Carried forward,.....		\$11,137,682 43

Brought forward,..... \$11,137,682 43

The aggregate amount, at par, of the Bonds of the three issues, last mentioned, purchased by this Company for the common Sinking Fund for the said issues, and cancelled, during the fiscal year ending September 30th, 1858, was \$26,500. The particulars as to this Sinking Fund have been stated in previous Reports.

Bonds and Mortgages, some existing before Consolidation, assumed and given for part consideration of Real Estate purchased, payable at various times, up to 1866, with interest at the rate of 7 per cent per annum, with one exception, the item named below, which is at the rate of 6 per cent,..... 254,952 26

(It is claimed that \$4,282 $\frac{50}{100}$ of the amount above named should be paid by one of the former Companies.)

Bond issued to the New York, Albany and Buffalo Electro-Magnetic Telegraph Company, for the exclusive use, for Railroad purposes, by this Company, of one of the wires of said Telegraph Company, dated July 2d, 1855, payable May 1st, 1860, interest at 6 per cent per annum, from the 1st of May, 1855, payable semi-annually, on the 1st of May and the 1st of November, at the office of the Treasurer of this Company,... 10,000 00

Bonds of this Company, dated 15th of June, 1854, payable 15th of June, 1864, interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 15th of June and the 15th of December, with the privilege of converting the principal into the Stock of the Company, at par, on the terms therein mentioned, at any time between the 15th of June, 1857, and the 15th of June, 1859,..... 3,000,000 00

Total amount of Funded Debt, September 30th, 1858,.... \$14,402,634 69

The principal of the indebtedness assumed by this Company for the former Companies, amounted, in the aggregate, as particularly stated in previous Reports, to the sum of \$1,947,815.72, of which amount this Company has paid the sum of \$1,299,133 29

As these debts were not fairly chargeable against the income of the Company, the Directors, as stated in former Reports, determined again to fund the amount. This has accordingly been done. Last year the amount reported as then paid was,..... \$1,067,062 61
Of which there had been funded, 411,000 00
Leaving then unfunded,..... \$656,062 61

The amount now funded is, as stated above,..... \$1,297,000 00

Balance not funded,..... \$2,133 29

7. THE FLOATING DEBT AS BY LAST REPORT:—NONE.

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING :

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT :

The Company has no Floating Debt.

At the close of the fiscal year there remained outstanding \$38,000, in acceptances of the Company, (given for freight cars built under a special contract,) which matured and were paid in cash in the month of October.

At the time of the verification of this Report there are no acceptances of the Company outstanding. Its entire indebtedness, except for current expenses which are paid monthly, is included in the foregoing statement of Funded Debt.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, 6.298 per cent.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

ON THE 30TH SEPTEMBER 1856, 1857 and 1858.

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	1856.	1857.	1858.
Debt Certificates, less amount held for Sinking Fund,.....	\$8,422,600 00	\$8,260,600 00	\$8,100,000 00
Bonds for convertible loan,.....	3,000,000 00	3,000,000 00	3,000,000 00
Debts of the former Companies outstanding,.....	1,052,962 43	880,753 11	657,682 43
Bonds of the issue for funding the debts of the former Companies,	331,000 00	399,000 00	1,256,000 00
Bonds for railroad stocks,.....	812,000 00	807,000 00	785,000 00
Bonds for real estate,.....	221,000 00	204,000 00	200,000 00
Bonds to Buffalo and Niagara Falls Railroad Company,.....	103,100 00	93,500 00	93,000 00
Funded debt of the Buffalo and Niagara Falls Railroad Company,.....	55,000 00	55,000 00	46,000 00
Bond to Telegraph Company,.....	10,000 00	10,000 00	10,000 00
Bonds and mortgages,.....	286,234 86	265,657 06	254,952 26
Add debts of the former Companies, paid temporarily by this Company, and to be again funded, as stated in previous reports,.....	508,853 29	656,062 61	2,133 29
Total amount of Funded Debt,.....	\$14,802,750 58	\$14,631,572 78	\$14,404,767 98
Capital Stock,.....	24,136,660 69	24,136,660 69	24,182,400 00
Total amount of Funded Debt and Capital Stock,.....	\$38,939,411 27	\$38,768,233 47	38,587,167 98

The increase of \$45,739.31, in the amount of Capital Stock paid in, results from a final settlement of the construction account of the Lewiston Railroad Company.

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time
11. 12. For Graduation and Masonry,	\$6,777,106 60	\$6,777,106 60
13. 14. For Bridges,	808,067 91	808,067 91
15. 16. For Superstructure, including iron, ..	10,156,195 02	10,156,195 02
17. 18. For Passenger and Freight Stations, Buildings and Fixtures,	1,169,071 40	1,171,696 05
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures, ..	733,596 64	756,866 44
21. 22. For Land, Land Damages and Fences,	3,932,989 05	3,993,057 77
23. 24. For Locomotives and Fixtures, and Snow Plows,	2,351,466 12	2,351,466 12
25. 26. For Passenger and Baggage Cars, ...	851,127 81	851,127 81
27. 28. For Freight and other Cars,	1,969,483 34	2,054,483 34
29. 30. For Engineering and Agencies,	603,528 92	603,528 92
Construction account of the Roches- ter and Lake Ontario Railroad Co.,	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co., ...	658,921 56	658,921 56
Construction account of the Lewiston Railroad Co.,	354,260 69	400,000 00
31. Totals, cost of road and equipment, .	\$30,515,815 06	\$30,732,517 54

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,	555.88
33. Length of road laid,	555.88
34. Length of double track, including sidings,	311.80
35. Length of branches owned by the Company, laid,	258.13
36. Length of double track on the same,	2.
37. Weight of rail per lineal yard, on main track,	56 to 75 lbs.
38. The number of locomotive engine houses and shops,	38

	Number.
Number of locomotive engines,	218
Number of first class passenger cars (rated as 8-wheel cars),.....	192
Number of second class and emigrant cars, " "	66
Number of baggage, mail and express cars, " "	64
Number of freight cars, " "	2,805
Number of gravel cars and other service cars,.....	350

Miles.

The length of the main line of road between the termini, that is, from Albany to Buffalo,.....	297.75
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The length of side, or parallel and branch lines, is as follows :

	Miles.
From Troy to Schenectady,	21.
" Syracuse to Rochester, <i>via</i> Auburn,.....	104.
" Batavia to Attica,	11.
" Rochester to Suspension Bridge,	74.75
" Lockport Junction to Tonawanda,	12.25
" Rochester Junction to Charlotte,.....	6.88
" Buffalo to Lewiston,	28.25
	<hr/> 258.13

The total length of the main, side and branch lines, owned by the Company, is,.....	555.88
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The whole length of the first track, laid on main lines and branches measuring the length of the road, exclusive of second tracks and sidings,	555.88
--	--------

The length of the second track, laid on main lines and branches (exclusive of sidings and turnouts less than one mile in length),.....	226.25
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The length of sidings, turnouts and switches laid on main lines and branches,.....	108.96
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The total length of equivalent single track, laid on main lines and branches, adding to the length of the first track the length of the second track, of the sidings and of the turnouts,.....	891.09
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DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

40. Miles run by the passenger trains,	1,821,431
41. Miles run by the freight trains,.....	1,847,763
Miles run by the wood, gravel and construction trains,.....	273,353
Aggregate miles run by the passenger cars in passenger trains,	5,085,634
The same by baggage, mail and express cars in passenger trains,.....	2,116,635
The same by freight cars in passenger trains,	3,130,676
Aggregate miles run by all cars in passenger trains,	10,607,590

42. Average rate of fare charged, viz.:

	Cents.
For first class through passengers, per mile,.....	2
A small reduction has, at times, been made on fare for a long line owned by several Companies, or at com- peting points.	
For first class way passengers, per mile,.....	2
For second class and emigrant through passengers, per mile,	1
For second class and emigrant way passengers, per mile,...	1
Average rate of fare charged for all classes of passengers,...	1. 92

Average rates per ton per mile charged, viz.:

On first class freight,.....	5.443
On second class freight,.....	4.218
On third class freight,.....	3.512
On fourth class freight,	2.765
Average rate per ton per mile charged on all classes of freight,	3.956

43. Number of passengers (all classes) carried in cars,.....	2,124,439
44. Number of miles travelled by passengers (all classes),	136,091,023
45. Number of tons (2,000 lbs.) of freight carried in cars,.....	765,407
46. Total movement of freight, or number of tons carried one mile,.....	142,691,178

Miles per hour.

47. Average rate of speed adopted by ordinary passenger trains, including stops,.....	21.
48. Rate of speed of same when in motion,.....	28.
49. Average rate of speed adopted by express trains, including stops,	29.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains, including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, ex- clusive of passengers and baggage,.....	110
54. Average weight in tons of freight trains, exclusive of freight,..	180

Tons.

55. The amount of freight, in tons:	
Of the products of the forest,.....	24,368
Of animals,	172,076
Of vegetable food,	301,507
Other agricultural products,	18,373
Manufactures,	47,939
Merchandise,	134,482
Other articles,.....	66,662

PASSENGERS—Number of Through and Way, First Class, in each direction for each Month.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
October,	7,562	109,983	117,545	9,037	112,937	121,974	16,599	222,920	239,519	14,854,038
November,	5,128	74,252	79,380	4,875	78,733	83,608	10,003	152,985	162,988	10,081,325
December,	4,262	76,140	80,402	3,200	78,148	81,348	7,462	154,288	161,750	10,053,547
January,	3,081	67,421	70,502	2,436	66,815	69,251	5,517	134,236	139,753	8,629,455
February,	2,954	51,337	54,291	2,738	52,656	55,394	5,692	103,993	109,685	6,570,352
March,	4,595	71,967	76,562	3,566	75,122	78,688	8,161	147,089	155,250	9,623,335
April,	5,624	75,744	81,368	6,827	80,187	87,014	12,451	155,931	168,382	10,611,702
May,	5,951	73,134	79,085	5,444	76,169	81,613	11,395	149,303	160,698	10,114,412
June,	8,434	78,544	86,978	5,010	79,606	84,616	13,444	158,150	171,594	10,617,113
July,	9,594	92,572	102,166	8,511	94,972	103,483	18,105	187,544	205,649	12,714,632
August,	11,858	94,023	105,861	8,884	92,325	101,209	20,722	186,348	207,070	13,030,819
September,	8,957	101,817	110,774	6,731	102,187	108,918	15,688	204,004	219,692	13,720,903
Totals,	77,980	966,934	1,044,914	67,259	989,857	1,057,116	145,239	1,956,791	2,102,030	130,621,633

Number of Through and Way, Second Class and Emigrant, in each direction.

	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
For the year,	3,037	37	3,074	15,271	4,064	19,335	18,308	4,101	22,409	5,469,390

TONNAGE—PRODUCTS OF THE FOREST.

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MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	-----	314	314	72	1,123	1,195	72	1,437	1,509
November,	26	214	240	45	681	726	71	895	966
December,	8	158	166	478	1,257	1,735	486	1,415	1,901
January,	2	284	286	129	1,764	1,893	131	2,048	2,179
February,	-----	227	227	115	2,160	2,275	115	2,387	2,502
March,	26	422	448	161	1,750	1,911	187	2,172	2,359
April,	3	317	320	134	1,652	1,786	137	1,969	2,106
May,	40	271	311	149	1,603	1,752	189	1,874	2,063
June,	19	480	499	106	1,460	1,566	125	1,940	2,065
July,	17	1,142	1,159	149	1,727	1,876	166	2,869	3,035
August,	11	710	721	47	1,415	1,462	58	2,125	2,183
September,	28	249	277	124	1,099	1,223	152	1,348	1,500
Total,	180	4,788	4,968	1,709	17,691	19,400	1,889	22,479	24,368

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TONNAGE—PRODUCTS OF ANIMALS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	32	573	605	6,591	7,709	14,300	6,623	8,282	14,905
November,.....	21	370	391	5,578	8,714	14,292	5,599	9,084	14,683
December,.....	38	589	627	7,460	6,390	13,850	7,498	6,979	14,477
January,	37	494	531	9,172	5,192	14,364	9,209	5,686	14,895
February,	45	462	507	7,558	3,870	11,428	7,603	4,332	11,935
March,.....	67	536	603	7,599	3,641	11,240	7,666	4,177	11,843
April,.....	44	571	615	10,920	4,030	14,950	10,964	4,601	15,565
May,.....	28	414	442	10,325	4,434	14,759	10,353	4,848	15,201
June,	13	241	254	9,436	3,775	13,211	9,449	4,016	13,465
July,	12	284	296	10,177	4,187	14,364	10,189	4,471	14,660
August,	11	217	228	9,978	5,191	15,169	9,989	5,408	15,397
September,	62	339	401	9,463	5,186	14,649	9,525	5,525	15,050
Total,.....	410	5,090	5,500	104,257	62,319	166,576	104,667	67,409	172,076

TONNAGE—VEGETABLE FOOD.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	-----	303	303	9,001	12,920	21,921	9,001	13,223	22,224
November,	-----	438	438	13,921	28,217	42,138	13,921	28,655	42,576
December,	-----	515	515	17,069	36,365	53,434	17,069	36,880	53,949
January,	-----	501	501	8,052	11,178	19,230	8,052	11,679	19,731
February,	-----	462	462	3,628	12,421	16,049	3,628	12,883	16,511
March,	-----	524	524	7,022	17,628	24,650	7,022	18,152	25,174
April,	-----	606	606	12,359	17,410	29,769	12,359	18,016	30,375
May,	-----	216	216	8,208	13,483	21,691	8,208	13,699	21,907
June,	-----	229	229	3,240	7,267	10,507	3,240	7,496	10,736
July,	-----	156	156	4,441	7,155	11,596	4,441	7,311	11,752
August,	-----	310	310	11,860	8,185	20,045	11,860	8,495	20,355
September,	2	696	698	15,231	10,288	25,519	15,233	10,984	26,217
Total,	2	4,956	4,958	114,032	182,517	296,549	114,034	187,473	301,507

TONNAGE—OTHER AGRICULTURAL PRODUCTS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	44	586	630	149	1,690	1,839	193	2,276	2,469
November,	47	472	519	75	1,681	1,756	122	2,153	2,275
December,	36	374	410	103	1,180	1,283	139	1,554	1,693
January,	73	341	414	51	661	712	124	1,002	1,126
February,	80	308	388	102	987	1,089	182	1,295	1,477
March,	162	330	492	118	1,848	1,966	280	2,178	2,458
April,	80	329	409	207	1,365	1,572	287	1,694	1,981
May,	121	136	257	353	675	1,028	474	811	1,285
June,	143	122	265	108	433	541	251	555	806
July,	102	130	232	113	465	578	215	595	810
August,	59	161	220	258	186	444	317	347	664
September,	124	339	463	181	685	866	305	1,024	1,329
Total,	1,071	3,628	4,699	1,818	11,856	13,674	2,889	15,484	18,373

TONNAGE—MANUFACTURES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,.....	228	1,217	1,445	401	2,108	2,509	629	3,325	3,954
November,.....	335	1,256	1,591	467	1,939	2,406	802	3,195	3,997
December,.....	175	1,605	1,780	346	2,852	3,198	521	4,457	4,978
January,	143	869	1,012	294	2,000	2,294	437	2,869	3,306
February,	142	950	1,092	213	1,808	2,021	355	2,758	3,113
March,	269	1,294	1,563	199	2,370	2,569	468	3,664	4,132
April,.....	322	1,909	2,231	442	2,850	3,292	764	4,759	5,523
May,.....	183	1,038	1,221	459	2,264	2,723	642	3,302	3,944
June,	150	1,028	1,178	335	2,370	2,705	485	3,398	3,883
July,	209	841	1,050	97	2,156	2,253	306	2,997	3,303
August,	207	862	1,069	257	2,576	2,833	464	3,438	3,902
September,	217	1,073	1,290	223	2,391	2,614	440	3,464	3,904
Total,.....	2,580	13,942	16,522	3,733	27,684	31,417	6,313	41,626	47,939

TONNAGE—MERCHANDISE.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	5,504	4,220	9,724	65	626	691	5,569	4,846	10,415
November,	4,113	4,742	8,855	5	818	823	4,118	5,560	9,678
December,	2,976	5,078	8,054	10	1,046	1,056	2,986	6,124	9,110
January,	2,263	4,109	6,372	2	736	738	2,265	4,845	7,110
February,	2,981	3,802	6,783	2	664	666	2,983	4,466	7,449
March,	6,598	5,571	12,169	8	900	908	6,606	6,471	13,077
April,	10,074	2,318	12,392	6	1,171	1,177	10,080	3,489	13,569
May,	6,660	5,259	11,919	6	985	991	6,666	6,244	12,910
June,	3,560	3,500	7,060	176	764	940	3,736	4,264	8,000
July,	5,172	3,508	8,680	18	585	603	5,190	4,093	9,283
August,	8,565	3,107	11,672	28	696	724	8,593	3,803	12,396
September,	15,800	5,068	20,868	35	582	617	15,835	5,650	21,485
Total,	74,266	50,282	124,548	361	9,573	9,934	74,627	59,855	134,482

TONNAGE—OTHER ARTICLES NOT EMBRACED IN THE FOREGOING CLASSES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	555	2,834	3,389	220	1,865	2,085	775	4,699	5,474
November,	552	1,758	2,310	165	5,478	5,643	717	7,236	7,953
December,	215	1,614	1,829	1,367	3,292	4,659	1,582	4,906	6,488
January,	143	1,158	1,301	328	1,408	1,736	471	2,566	3,037
February,	280	1,139	1,419	96	1,258	1,354	376	2,397	2,773
March,	255	1,655	1,910	148	1,958	2,106	403	3,613	4,016
April,	242	1,952	2,194	226	3,342	3,568	468	5,294	5,762
May,	409	2,157	2,566	263	2,281	2,544	672	4,438	5,110
June,	271	1,810	2,081	150	4,645	4,795	421	6,455	6,876
July,	263	1,082	1,345	86	4,642	4,728	349	5,724	6,073
August,	885	1,497	2,382	141	4,255	4,396	1,026	5,752	6,778
September,	554	1,882	2,436	175	3,711	3,886	729	5,593	6,322
Total,	4,624	20,538	25,162	3,365	38,135	41,500	7,989	58,673	66,662

TOTAL TONNAGE—ALL CLASSES OF FREIGHT.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Mileage.
October,	6,363	10,047	16,410	16,499	28,041	44,540	22,862	38,088	60,950	11,362,628
November,	5,094	9,250	14,344	20,256	47,528	67,784	25,350	56,778	82,128	15,320,798
December,	3,448	9,933	13,381	26,833	52,382	79,215	30,281	62,315	92,596	17,262,231
January,	2,661	7,756	10,417	18,028	22,939	40,967	20,689	30,695	51,384	9,579,509
February,	3,528	7,350	10,878	11,714	23,168	34,882	15,242	30,518	45,760	8,530,819
March,	7,377	10,332	17,709	15,255	30,095	45,350	22,632	40,427	63,059	11,755,789
April,	10,765	8,002	18,767	24,294	31,820	56,114	35,059	39,822	74,881	13,959,708
May,	7,441	9,491	16,932	19,763	25,725	45,488	27,204	35,216	62,420	11,636,663
June,	4,156	7,410	11,566	13,551	20,714	34,265	17,707	28,124	45,831	8,544,055
July,	5,775	7,143	12,918	15,081	20,917	35,998	20,856	28,060	48,916	9,118,915
August,	9,738	6,864	16,602	22,569	22,504	45,073	32,307	29,368	61,675	11,497,766
September,	16,787	9,646	26,433	25,432	23,942	49,374	42,219	33,588	75,807	14,122,297
Total,	83,133	103,224	186,357	229,275	349,775	579,050	312,408	452,999	765,407	142,691,178

**COST OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING
SEPTEMBER 30TH, 1858.**

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, excepting cost of iron,	\$627,421 54	\$298,025 24	\$329,396 30
57. For depreciation of way.*			
58. Cost of iron (including the cost of chairs and spikes) used in repairs,	237,733 09	112,923 22	124,809 87
59. Repairs of buildings,	104,728 26	49,745 93	54,982 33
60. Repairs of fences and gates,	18,961 27	9,006 61	9,954 66
61. Taxes on real estate,	122,905 64	58,380 18	64,525 46
Repairs of Mohawk turnpike,	2,544 75	1,208 76	1,335 99
62. Totals,	\$1,114,294 55	\$529,289 94	\$585,004 61

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING SEPTEMBER 30TH, 1858.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders,	\$283,487 10	\$134,656 38	\$148,830 72
65. Depreciation of engines and tenders.*			
66. Repairs of passenger and baggage cars,	102,047 49	102,047 49	
67. Depreciation of passenger and baggage cars.*			
68. Repairs of freight cars,	127,495 80	.....	127,495 80
69. Depreciation of freight cars.*			
70. Repairs of tools and machinery in shops,	24,057 00	11,427 08	12,629 92
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	34,238 93	16,263 50	17,975 43
72. Totals,	\$571,326 32	\$264,394 45	\$306,931 87

COST OF OPERATING THE ROAD FOR THE YEAR ENDING SEPTEMBER 30TH, 1858.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,	\$23,725 84	\$12,751 90	\$10,973 94
74. Agents and clerks,	207,184 97	83,327 90	123,857 07
75. Labor, loading and unloading freight,	159,029 47	.....	159,029 47
76. Porters, watchmen and switch tenders,	176,178 16	83,684 63	92,493 53
77. Wood and water station attendance,	42,990 10	20,420 30	22,569 80
78. Conductors, baggagemen and brakemen,	131,191 19	81,441 30	49,749 89
79. Enginemen and firemen,	166,350 79	73,135 29	93,215 50
80. Fuel, cost and labor of preparing for use,	549,178 51	260,859 80	288,318 71
(Purchased during the year, \$766,903.37.)			
81. 82. 83. Oil and waste,	87,724 30	41,669 05	46,055 25
84. Loss and damage of goods and baggage,	47,886 00	17,066 66	30,819 34
85. Damages for injuries of persons,	81,410 60	74,626 39	6,784 21
86. Damages to property, including damages by fire and cattle killed on road,	8,489 14	4,032 35	4,456 79
87. General superintendence,	51,306 64	24,370 66	26,935 98
88. Contingencies,	69,025 89	39,792 57	29,233 32
89. Totals,	\$1,801,671 60	\$817,178 80	\$984,492 80

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY OF ALL TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1858, AS SHOWN BY THE PRECEDING TABLES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,	\$1,114,294 55	\$529,289 94	\$585,004 61
Repairs of Machinery,.....	571,326 32	264,394 45	306,931 87
Operating the Road,.....	1,801,671 60	817,178 80	984,492 80
Total,	\$3,487,292 47	\$1,610,863 19	\$1,876,429 28

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

91. 95. From Passengers,.....	\$2,532,646 55
92. 96. From Freight,	3,700,270 44
93. 97. From other sources,	295,495 71
Total,	<u>\$6,528,412 70</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz.:

For Passenger Business,	\$1,610,863 19
For Freight Business,	1,876,429 28
	<u>\$3,487,292 47</u>

99. For Interest, including interest on Debt Certificates held for the Sinking Fund,

For Sinking Funds,.....	\$976,192 18
	113,294 38
	<u>1,089,486 56</u>

100. For Dividends, viz.:

No. 9, Feb., 1858, 4 per cent,.....	\$959,782 00
No. 10, Aug., 1858, 4 per cent,.....	959,782 00
	<u>1,919,564 00</u>

Transportation expenses for the year ending September 30th, 1858, 53.42 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1858, \$1,951,633.67, equal to 8.134 per cent on the amount of the Capital Stock of the Company upon which dividends are payable.

COMPARATIVE STATEMENT OF EXPENDITURES IN 1857 AND 1858.

	Transportation Expenses.	Construction.	Total.
For the year ending Sept. 30th, 1857,...	\$4,453,515 54	\$729,442 56	\$5,182,958 10
“ “ “ 1858,...	3,487,292 47	216,702 48	3,703,994 95
Decrease,.....	\$966,223 07	\$512,740 08	\$1,478,963 15

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passengers, ...	\$113,287 95	\$61,186 30	\$47,593 69	\$36,513 58	\$32,599 14	\$61,174 23	\$79,806 17
Way passengers,.....	197,584 40	140,156 84	126,474 01	98,383 64	83,828 84	116,903 37	140,783 61
Through freight,	170,211 52	176,137 00	207,290 82	149,044 69	115,403 55	170,677 07	252,857 72
Way freight,	150,544 80	208,248 37	247,647 23	124,404 23	121,251 09	154,246 38	170,357 44
Mail transportation,....	7,457 50	7,507 50	7,457 50	7,457 50	7,457 50	7,557 50	7,457 50
Express,	5,400 00	5,000 00	5,200 00	5,400 00	4,800 00	5,400 00	5,200 00
Rents, storage, use of engines and cars, and other earnings,..... }	2,800 06	17,131 00	4,529 24	9,172 22	25,090 55	21,899 32	11,962 29
Totals,	\$647,286 23	\$615,367 01	\$646,192 49	\$430,375 86	\$390,430 67	\$537,857 87	\$668,424 73

EARNINGS.—(Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total.
Through passengers,	\$70,749 15	\$71,046 91	\$63,254 05	\$93,794 61	\$89,543 65	\$820,549 43
Way passengers,.....	128,593 49	134,308 97	152,009 63	150,686 48	179,783 84	1,649,497 12
Through freight,.....	194,850 82	131,918 05	148,446 91	181,658 53	227,230 17	2,125,726 85
Way freight,.....	100,049 16	79,718 01	62,568 76	64,438 69	91,069 43	1,574,543 59
Mail transportation,.....	7,457 50	7,457 50	7,457 50	7,526 53	7,474 17	89,725 70
Express,	5,200 00	5,200 00	5,400 00	5,200 00	5,200 00	62,600 00
Rents, storage, use of engines and cars, and other earnings,..... }	3,297 30	2,545 96	19,526 95	34,743 32	53,071 80	205,770 01
Totals,	\$510,197 42	\$432,195 40	\$458,663 80	\$538,048 16	\$653,373 06	\$6,528,412 70

VALUE OF FUEL AND SUPPLIES ON HAND, SEPTEMBER 30, 1858.

Wood,	Cords,	253,402	\$886,907
Oil,	Gallons,	2,760	2,481 76
Iron rails,	Tons,	1,968	90,048 75
Chairs,	Pounds,	184,521	5,350 26
Spike,	"	31,270	1,393 57
Ties,		32,670	13,043 50
Iron, unwrought,	Tons,	312	31,048 68
Iron, worked and partly worked,	"	300	47,288 68
Copper and Brass, wrought and unwrought, ..	Pounds,	121,730	27,570 68
Lumber,	Feet,	2,129,603	38,520 64
Lumber, framed or worked,			3,982 52
Other materials for repairing road and bridges,			38,124 25
Engine driving wheels,		54	7,618 56
Truck and car wheels on axles,	Pairs,	1,151	46,520 54
Truck and car wheels,		1,461	20,248 78
Steel and steel springs,	Pounds,	236,574	18,000 49
Engine and car castings,	"	433,645	13,997 21
Road castings,	"	174,733	8,911 22
Lumber and nails for fences,			572 00
Paints and oils,			3,449 65
Rubber springs,	Pounds,	6,302	3,889 49
Car trimmings,			12,619 53
Glass,			2,299 67
Scrap iron,	Tons,	653	16,551 43
Other articles,			20,500 06
Total,			\$1,360,938 92
Value of Fuel and Supplies on hand, as by last report,			1,000,647 35
Increase,			<u>\$360,291 57</u>

NOTE.—Although materials on hand are treated by most Roads as an asset, this Company has uniformly charged the entire cost of such supplies to transportation expenses. In view of the large increase in this item, during the past year, it has been determined to limit the amount chargeable to expenses to \$1,000,000, which is believed to be a very liberal allowance, treating the surplus only, beyond that amount, as an asset in the hands of the Company.

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT, AND ALL OTHER SOURCES, FOR THE YEARS ENDING SEPTEMBER
30TH, 1853, 1854, 1855, 1856, 1857 AND 1858.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE.	DECREASE.
September 30, 1853,	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17	.....	.....
“ “ 1854,	3,151,513 89	2,479,820 66	286,999 95	5,918,334 50	\$1,130,814 33	.....
“ “ 1855,	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	645,246 64	.....
“ “ 1856,	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	1,143,767 04	.....
“ “ 1857,	3,147,636 86	4,559,275 88	320,338 67	8,027,251 41	319,903 23	.....
“ “ 1858,	2,532,646 55	3,700,270 44	295,495 71	6,528,412 70	.....	\$1,498,838 71
From September 30th, 1853, to September 30th, 1858 —Five years,					\$1,740,892 53	.....

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured survived or died.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collision of trains,.....	---	1	---	---	---	---	---	1
Trains thrown from the track,.....	2	20	1	5	---	1	3	26
At work or standing by or upon trains,	---	---	1	---	---	---	1	---
Jumping on or off the trains or en- } gines while in motion,.....	---	---	---	---	---	1	---	1
Fell from the cars,.....	1	---	3	---	---	---	4	---
Run over while walking, standing or } lying upon the track,.....	---	---	---	1	16	2	16	3
	3	21	5	6	16	4	24	31
Accident at Sauquoit creek bridge,...	9	53	---	3	---	---	9	56
Totals,.....	12	74	5	9	16	4	33	87

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1857.

OCTOBER 9. The New York express train, moving west, came in collision near Bergen with the express train moving east, whereby P. G. Buel, a passenger on the train going west, had his leg broken.

OCTOBER 15. The mail train moving east, on the direct road between Rochester and Syracuse, was thrown from the track and down an embankment, about seven miles west of Syracuse, by the sudden yielding of the embankment, caused by the heavy rain of the previous thirty-six hours. Catharine Brown and Clinton E. Bronson, two of the passengers, were killed; Elizabeth C. Franklin, Catharine Mullin, Mary W. Bate, Sarah P. Havens, Peter Hess, J. A. Beal, A. W. DeForest, John Oksbury, David Mullin, Samuel Plum, Edgar Rodgers, G. Brouner and E. Costello, also passengers, were more or less injured. C. H. McMaster, mail agent; Rinaldo Haslup, engineer; Peter Hodgeman, fireman; Patrick Nolan and Peter Bettinger, baggagemen, were also injured.

NOVEMBER 13. A man, believed to be Moses Kingsley, was found in the evening near the track at Oneida, with both legs cut off. He died soon afterwards. It is supposed that while intoxicated and lying on the track he was run over by a passing train.

1857.

NOVEMBER 17. John Tihl, a brakeman on a working train, in passing from a platform car to the tender of the engine, while the train was in motion, near Chittenango, fell between the car and tender, was run over and killed.

NOVEMBER 21. An unknown man was walking easterly on the northerly track of the direct road, about five miles west of Syracuse; as the morning train moving east approached on the southerly track, he passed over upon that track, immediately in front of the engine, was struck by it and killed.

NOVEMBER 28. John Welsh, while walking on the track half a mile east of Clyde, was overtaken by the New York express train moving west and killed. He paid no attention to the alarm signals of his danger which were given by the engineer.

DECEMBER 11. As a freight train moving east was passing Palmyra, Beltus Robinson, an insane man, ran ahead of the engine, threw himself upon the track, was run over and killed. He was at the time in charge of friends who were taking him to the Lunatic Asylum at Utica.

1858.

JANUARY 16. While a freight train was being switched upon a branch track at Geneva, Sylvanus Denny, who was standing upon the branch track and had been warned of his danger by employees of the company, was caught between a freight car and the water-house and killed.

FEBRUARY 12. The New York mail train, moving west, was thrown from the track, one mile west of Canastota, by a broken rail, whereby Robert Barrett, William Forbes, George Jackson, John Hannas, Mary Kirnan, James Brennan and A. B. Randall, passengers, were slightly injured, and E. J. Webster, a brakeman, was considerably bruised.

FEBRUARY 12. John Allen and Alanson Mead, in attempting to cross the track in a sleigh at a road crossing three miles west of Schenectady, were struck by the engine of a working train, whereby the former was killed and the latter was injured. The customary signals were given by the engineer as he approached the crossing.

FEBRUARY 23. A freight and emigrant train, moving east, passed over a broken rail about three miles west of Amsterdam, whereby the emigrant cars were thrown from the track and down an embankment, causing the death of H. D. Fredericks, the conductor in charge of the train.

MARCH 3. Patrick Galligan, a laborer on a working train, in attempting to pass from one platform car to another while the train was in motion, near Rome, fell between the cars, was run over and killed.

MARCH 18. The boiler of an engine attached to a stock train, moving east, exploded near Wende station, causing the death of Rodolphus Clark, the engineer in charge of the engine.

MARCH 20. An unknown man was found dead upon the track near Amsterdam, about ten o'clock at night. It is supposed that while walking or lying upon the track he was struck by a passing train and killed.

1858.

APRIL 23. When the express train, moving east, had arrived within about six miles of Syracuse, an unknown man, who had been walking in the same direction on the north track, stepped over upon the south track, immediately in front of the engine, was struck by it and killed.

APRIL 23. A freight train, moving east, had proceeded about forty rods from Syracuse, when Ann Rexford, a little girl, while jumping a rope, approached the track; the rope in swinging caught in one of the freight cars, whereby she was drawn under the wheels, was run over and killed.

MAY 11. The bridge over Sauquoit creek, (being a span of forty feet six inches,) three miles west of Utica, broke down as the Cincinnati express train, moving east, and the accommodation and freight train, moving west, were passing over it, whereby the following named passengers received injuries which caused their death, viz.: Charles Bettman, Daniel A. Brayton, George C. Knowles, Archibald Moore, Lawrence Mahar, Emma Mack, Isaac Mack, W. H. Perkins and Henry Garrett.

The following named passengers were injured, some seriously, others slightly: Mrs. L. W. Andrews, Morris Bettman, Raphael Bowman, F. Bicknell, Mrs. M. F. Batcheller, Mrs. Julia Broderick, Richard Burnham, Mrs. Eve Boesser and child, John Becker, Harriet Cook, John Clemens, George Coit, A. Cobb, C. F. Dushe, Mr. and Mrs. Ephoven and two children, Semantha Haywood, Karl Hoffer, wife and child, S. S. Horton, William Hart, Josephine Humler, H. P. Hubbell, David Levi, S. W. Lee, A. A. Langworthy, Mrs. Ann Moore, Abraham Mack, Rosa Mack, Caroline Mack, Julia Mack, Harry Mack, Lowry Mack, John McDonald, John Monroe, Francis Miller, Catharine Meyers, Hugh Sislay, William Stachel, Walter H. Shupe, Elizabeth Schenck, William A. Schnauffer, Randolph A. Shephard, Samuel P. Tucker, Darius Webb, Marian A. Wheeler, Flora E. Waite, Andrew J. Yates and Mrs. Charles Zahn, of whom the last named has since died. James Ward, the conductor, J. Riley and S. T. Hale, the brakemen, were also considerably injured.

MAY 22. An unknown man was found dead near the track, about a mile east of Amsterdam. It is supposed that he had been killed by a train moving west, sometime during the previous night.

JUNE 6. Charles Lockwood, while walking on the track at Canastota at night, fell through an open culvert, sustaining some bruises by the fall.

JUNE 9. An engine attached to a through freight train, while crossing North-street in the city of Rochester, ran over John Adam Hager, causing his death.

JUNE 15. Louis Stuijp, a child five years old, ran upon the track in front of a hand car, while in motion, near the corner of North Pearl and Van Woert streets, in the city of Albany, was struck by it and killed.

1858.

JULY 8. Patrick Caffrey was found dead on the outside of the track near Newark ; from papers found upon his person and from his position it is supposed that he was a passenger on the emigrant train, moving west, had fallen from the train while in motion, and was so much injured thereby as to cause his death.

JULY 19. As the New York express train, moving westward, was passing Amsterdam, William Kehoo stepped upon the track immediately in front of the engine, was struck by it and killed.

JULY 21. James Bogle was found dead upon the track at Little Falls, soon after the night train, moving west, had passed that station. It is supposed that he was upon the track, intoxicated, and was run over and killed by the train referred to.

AUGUST 9. D. W. Brennan jumped from the New York express train, moving west, soon after leaving the passenger depot at Utica, whereby he sustained slight injuries.

SEPTEMBER 9. John Sullivan, an employee of the Company, being on the north track, between Frankfort and Ilion stations, stepped upon the south track in front of an engine, moving east, was struck by it and slightly injured.

SEPTEMBER 11. As a stock train, moving east, was approaching Oneida at night, George W. Cunningham, a brakeman on the train, fell from one of the cars upon the track, causing his death.

SEPTEMBER 15. The steamboat express train, moving east, when half a mile west of Auburn, ran over and killed Eliza Carmeday, a little girl about four years of age, while sitting upon the track at a road crossing. The child was signalled of her danger, and every possible effort was made to stop the train before it reached her.

SEPTEMBER 27. Robert Perry, in attempting to drive across the track at a street crossing in Little Falls, near a passing engine, was struck by it and so seriously injured as to cause his death. He paid no attention to the alarm signals which were given by the engineer.

NAMES AND RESIDENCES
OF THE
DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	JOHN V. L. PRUYN,	ALBANY.
DEAN RICHMOND,	BUFFALO.	JOHN L. SCHOOLCRAFT,	ALBANY.
JOHN H. CHEDELL,	AUBURN.	ISAAC TOWNSEND,	NEW YORK.
HORACE WHITE,	SYRACUSE.	LIVINGSTON SPRAKER,	PAL. BRIDGE.
ALONZO C. PAIGE,	SCHENECTADY.	JACOB GOULD,	ROCHESTER.
NATHANIEL THAYER,	BOSTON.	CORNELIUS L. TRACY,	TROY.

(ONE VACANCY.)

OFFICERS.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President,</i>	BUFFALO.
JOHN V. L. PRUYN,	<i>General Counsel and President pro tem.,</i>	ALBANY.
GILBERT L. WILSON,	<i>Treasurer and Secretary,</i>	ALBANY.

Officers in charge of the Line.

CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	ALBANY.
GEORGE E. GRAY,	<i>Chief Engineer,</i>	ALBANY.
D. HAMILTON,	<i>General Wood Agent,</i>	ALBANY.
S. DRULLARD,	<i>General Freight Agent,</i>	ALBANY.

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i>	ALBANY.
E. FOSTER, Jr.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady “</i>	TROY.
Z. C. PRIEST,	<i>Schenectady and Syracuse “</i>	UTICA.
H. W. CHITTENDEN,	<i>Syracuse and Rochester “</i>	SYRACUSE.
JOB COLLAMER,	<i>Rochester, Buffalo & Niag. Falls Division,</i>	ROCHESTER.

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW YORK CENTRAL RAILROAD COMPANY,

ALBANY, DECEMBER 1ST, 1858.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed)

ERASTUS CORNING,

President.

(Signed)


C. VIBBARD,

General Superintendent.

THE NEW YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1858.

To Expenses of Maintaining and Operating Road,.....	\$3,487,292 47	By Balance, September 30th, 1857,.....	\$1,826,572 39
“ Coupons and Interest,.....	976,192 18		
“ Dividend No. 9, Feb., 1858, 4 per cent,....	\$959,782 00	“ Passenger Receipts,.....	\$2,532,646 55
“ Dividend No. 10, Aug., 1858, 4 per cent,....	959,782 00	“ Freight “.....	3,700,270 44
	1,919,564 00	“ Mail “.....	89,725 70
		“ Miscellaneous “.....	205,770 01
“ Future Income: Amount of one year's contribution to Sinking Funds, transferred to current Income Account:			6,528,412 70
Debt Certificates,.....	\$111,182 38		
Bonds to Buffalo and Niagara Falls R. R. Co.,.....	2,112 00		
	113,294 38		
“ Michigan Central Railroad Co.; North Shore Line Lake Erie Steamboats; Balance of this account transferred to Income Account,.....	\$193,925 27		
“ Discount on Bonds of the issue for funding the debts of the former Companies,.....	70,390 56		
	264,315 83		
“ Balance, September 30th, 1858,.....	1,594,326 23		
	\$8,354,985 09		\$8,354,985 09
 The proportion of a semi-annual dividend of four per cent, accrued from the 1st of August to this date, is	\$319,914 00	By Balance, September 30th, 1858,.....	\$1,594,326 23

THE NEW YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1858.

Railroad and Equipment,		\$30,732,517 54	Capital Stock,		\$24,182,400 00
Cash in Banks,	\$106,388 27		Funded Debt Albany and Schenectady R. R. Co.,	\$127,000 00	
Passenger and Freight Agents; Balances, since remitted,	394,075 65	500,463 92	“ “ Schenectady and Troy R. R. Co.,	100,000 00	
			“ “ Rochester and Syracuse R. R. Co.,	77,382 42	
			“ “ Buffalo and Rochester R. R. Co.,	55,300 01	
Buffalo and State Line Railroad Company stock,	\$557,800 00		“ “ Rochester, Lockport and Niagara Falls R. R. Co.,	298,000 00	
Lewiston Railroad Company stock,	187,850 00		“ “ Buffalo and Niagara Falls R. R. Co.,		657,682 43
Troy Union Railroad Company stock,	7,500 00				46,000 00
Hudson River Bridge Company stock,	10,080 00	763,230 00	Debt Certificates,	\$8,100,000 00	
			Bonds for Convertible loan,	3,000,000 00	
Future Income; Proportion of Debt Certificates, &c., chargeable to the Income of the Company, from Sept. 30, 1858, to May 1, 1883,		8,193,000 00	“ Railroad stocks,	785,000 00	
			“ Real Estate,	200,000 00	
			“ Funding Debts of old Companies,	1,256,000 00	
Fuel and Supplies; surplus beyond \$1,000,000,		360,938 92	Bonds to Buffalo and Niagara Falls R. R. Co.,	93,000 00	
			Bond to Telegraph Co.,	10,000 00	
			Bonds and Mortgages,	254,952 26	13,698,952 26
Bills Receivable,	\$28,562 25		Bills Payable,	\$38,000 00	14,402,634 69
General Post-office Department,	22,422 50		Unclaimed Dividends,	3,472 10	
Real Estate; purchased of Buffalo and Niagara Falls R. R. Co.	32,500 00	83,484 75	Trustees of the Syracuse and Utica R. R. Co.,	1,606 92	43,079 02
			Expenses of operating the Road; Balance of September disbursements, paid in October,	\$81,925 61	
			Coupons and interest; accrued to September 30,	329,269 58	411,195 19
					454,274 21
			Income account; Balance September 30, 1858,		1,594,326 23
		\$40,633,635 13			\$40,633,635 13

Hudson River Rail Road

FORM FOR THE

ANNUAL REPORTS

OF THE

RAILROAD COMPANIES

OF THE

State of New-York,

FOR THE YEAR ENDING SEPTEMBER 30TH,

1859;

AS REQUIRED TO BE MADE TO THE

STATE ENGINEER AND SURVEYOR,

Under the Act Chap. 140, Laws of 1850.



No. _____

ANNUAL REPORT

OF THE

N.Y. central railroad

RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30TH,

1859;

Under the Act Chapter 140,

LAWS OF NEW-YORK, 1850.

Placed on File _____ 18

{ WEED, PARSONS AND CO., }
PRINTERS.

OFFICE OF THE STATE ENGINEER AND SURVEYOR,

ALBANY, August 1859.

To the President and Directors of the

Railroad Company.

GENTLEMEN :

I herewith transmit blank forms to guide you in making up your Annual Report to this Department.

By using these blanks, the Reports from the various Companies will be uniform as to the subjects reported, and at the same time they will be in good form for binding and preserving on file.

I send you duplicate copies, that you may retain one for your own office.

These blanks have been prepared in conformity with section 31 of chapter 140 of the laws of 1850, entitled: "An Act to authorize the formation of Railroad Corporations and to regulate the same."

As the State Engineer and Surveyor is required to have his Report ready for the Legislature on the first day of its Session, he would respectfully request you to forward your Report as soon as possible after the 30th of September.

By reference to chapter 437, Laws of 1859, as given on the last page of this blank report, it will be seen that hereafter this report must be ready for the printer by the 10th day of December.

Yours, respectfully,

GEO. R. PERKINS,

Deputy State Engineer and Surveyor.

[FROM CHAPTER 140, LAWS OF 1850.]

§ 31. "Every Railroad Corporation formed under this act, shall make an Annual Report to the State Engineer and Surveyor of the operations of the year, ending on the 30th day of September; which Report shall be verified by the oaths of the Treasurer or President, and acting Superintendent of operations, and be filed in the office of the State Engineer and Surveyor by the first day of December in each year, and shall state * * *"

[The remainder of this Section will be found distributed through the pages of the following forms.]

STATE OF NEW-YORK, }
County, } ss.

* and
acting Superintendent of operations of the
Railroad Company, being severally sworn, each for himself deposes and
says, that the statements in the annexed Report, which has been signed by
each of them at the end thereof, are true and correct according to the best
of his knowledge, information and belief.

Signed

Signed

Subscribed and sworn to before me, this }
day of 1859. }

* This blank must be filled by either the President or the Treasurer.

STOCK AND DEBTS.

	AMOUNT.
1. Capital stock, as by charter,	4,000,000 -
2. Amount of stock subscribed,	377,092 59
3. Amount paid in, as by last Report,	375,846 59
4. Total amount now paid in of capital stock, ..	- -
5. Funded debt, as by last Report,	8,842,000 -
6. Total amount now of funded debt,	- -
7. Floating debt, as per last Report,	4,55,003 04
8. The amount now of floating debt,	414,654 35
9. Total amount now of funded and floating debt,	9,256,654 35
10. Average rate, per annum, of interest on funded debt,	6 9/100

COST OF ROAD AND EQUIPMENT

	BY LAST REPORT.		BY PRESENT REPORT.	
	Dollars.	Cents.	Dollars.	Cents.
✓ 11, 12. For graduation and masonry,	5,306.57	13	5,351.11	42
✓ 13, 14. For bridges,	262.80	35	263.20	35
✓ 15, 16. Superstructure, including iron,	2,239.78	11	2,239.78	11
✓ 17, 18. Passenger and freight stations, buildings and fixtures,	742.15	83	744.76	82
✓ 19, 20. Engine and car-houses, machine shops, machinery and fixtures,	887.38	54	899.04	19
✓ 21, 22. Land, land damages and fences,	536.10	12	536.10	12
✓ 23, 24. Locomotives and fixtures, and snow plows,	265.32	53	265.32	53
✓ 25, 26. Passenger and baggage cars,	380.94	05	380.94	05
✓ 27, 28. Freight and other cars,	707.91	30	707.99	05
✓ 29, 30. Engineering and agencies,				
31. Total cost of road and equipment,	11,328.98	96	11,388.27	64

CHARACTERISTICS OF ROAD.

32. Length of road,.....	144	M
33. Length of road laid,.....	144	"
34. Length of double track, including sidings,.....	106,05	"
35. Length of branches owned by the Company, laid'		"
36. Length of double track laid on same,.....		"
37. Weight of rail, per yard, on main track,.....	70	Pounds
38. Number of engine-houses and shops,	10	
Number of engines,.....	52	
Number of 1st class passenger cars (rated as 8-wheel cars),.....	5	
Number of 2d class and emigrant passenger cars (rated as 8-wheel cars),	96	
Number of baggage, mail and express cars (rated as 8-wheel cars),.....	3	
Number of freight cars (rated as 8-wheel cars),..	8	
	31	
	511	
Length of main line of road from to		miles.

(FROM CHAPTER 140, LAWS OF 1850, § 31, No. 39.)

39. "It shall also be the duty of each Corporation to transmit to the State Engineer and Surveyor the following maps, profiles and drawings, exhibiting the characteristics of their roads: the map to show the length and direction of each straight line, and the length and radius of each curve; also the point of crossing of each town and county line, and the length of line in each town and county, accurately determined by measurement, to be taken after the completion of the road. The profile to be on the map, and shall show the grade line and surface of ground in the usual method, also the elevation of grades above tides at each change in the inclination thereof. The maps and profile to be made on a scale of five hundred feet to one-tenth of a foot; vertical scale of profile to be one hundred feet to one-tenth of a foot. For all roads or parts of roads, now done or in operation, the said maps shall be returned on or before the first of January next; and for all roads now in progress, or which may hereafter be constructed, the said maps and profiles shall be returned within three months after the same or any portion thereof shall be in use."

§ 45. "Every Corporation shall, within a reasonable time after their road shall be constructed, cause to be made: A map and profile thereof, and of the land taken or obtained for the use thereof, and file the same in the office of the State Engineer and Surveyor, and also like maps of the parts thereof located in different counties, and file the same in the offices for recording deeds, in the county in which such parts of said road shall be. Every such map shall be drawn on a scale, and on paper, to be designated by the State Engineer and Surveyor, and certified and signed by the President or Engineer of such Corporation."

DOINGS OF THE YEAR IN TRANSPORTATION, AND
TOTAL MILES RUN.

40. Number of miles run by passenger trains, ...	4,38,322
41. Number of miles run by freight trains,	342,005
" " " " " <i>Great River</i>	106,717
43. Number of passengers (all classes) carried in cars,	1,503,915½
44. Number of miles traveled by passengers, or number of passengers carried one mile,...	57,263,220
45. Number of tons, of 2000 pounds, of freight carried in cars,	258,965
46. Total movement of freight, or number of tons carried one mile,	30,551,30
47. Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	28
48. Rate of speed of same, when in motion,	33
49. Average rate of speed adopted by express trains, including stops,	35
50. Rate of speed of same, when in motion,	40
51. Average rate of speed adopted by freight trains, including stops,	16
52. Rate of speed of same, when in motion,	20
53. Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	110
54. Average weight, in tons, of freight trains, exclusive of freight,	192

887,046

55. The amount of freight, specifying the quantity in tons:

Of the products of the forest,	7497
Of animals,	104,832
Of vegetable food,	22766
Other agricultural products,	13773
Manufactures,	43284
Merchandise,	53444
Other articles,	13369
Total,	258965

42. "The rate of fare for passengers, charged for the respective class per mile," as follows:

	Cents.
For first class through passengers,	1 ⁹⁸⁰ 100
For first class way "	2 ¹⁴⁵ 100
For second class through, "	—
For second class way "	—
For emigrant through, "	— ⁵³⁶ 1000
For emigrant way, "	—

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of road-bed and railway, excepting cost of iron (see law)*;.....	174.556 05	97.751 39	76.804 66
57. For depreciation of way,			
58. Cost of iron used in repairs:			
Allotted to passenger transportation, }			
length in feet, }			
weight in lbs., }			
Allotted to freight transportation, }			
length in feet, }			
weight in lbs., }			
59. Repairs of buildings,	17.044 68	8.503 20	8.541 48
60. Repairs of fences and gates,	2.389 99	1.338 39	1.051 60
61. Taxes on real estate,	23.775 47	13.314 26	10.461 21
62. Totals,	217.766 19	120.907 24	96.858 95

*56. "For repairs of road-bed and railway, excepting cost of iron, which shall be the cost of labor and materials used during the year; also use and cost of engines engaged in ballasting; also the renewal and repairs of gravel and stone cars, and all items of cost connected with keeping the road in order."

EXPENSES OF REPAIRS OF MACHINERY.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
500 64. Repairs of engines and tenders,	70.25675	39.34378	30.91297
65. Depreciation of engines and tenders,	—	—	—
305 66. Repairs of passenger and baggage cars,	46.44544	46.44544	—
67. Depreciation of passenger and baggage cars,	—	—	—
306 68. Repairs of freight cars,	28.33126	—	28.33126
69. Depreciation of freight cars,	—	—	—
70. Repairs of tools and machinery in shops,	✓ 4.54388	2.54457	1.99931
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	✓ 9.37531	5.25017	4.12514
72. Totals,	158.95264	93.58396	65.36868

EXPENSES OF OPERATING THE ROAD.

	AMOUNT.		ALLOTTED TO			
			Passenger Transportation.		Freight Transportation.	
73. Office expenses, stationery, &c.,.....	2,084	84	1. 16	7 51	917	33
74. Agents and clerks,.....	58,799	86	33. 92	2 88	24. 86	7 98
75. Labor: loading and unloading freight,.....	34,937	73			34,937	73
76. Porters, watchmen and switch tenders,.....	75,293	19	42. 16	4 19	33. 12	9 —
77. Wood and water station attendance,.....	9,381	65	5. 25	3 72	4. 12	7 93
78. Conductors, baggage and brakemen,	43,352	33	24. 27	7 30	19. 07	5 03
79. Enginemen and firemen,.....	43,023	68	24. 09	3 26	18. 93	0 42
run 189 - 80. Fuel, cost and labor of preparing for use, <i>for locomotives</i> <i>Wood</i> <i>coal</i>	130,068	83	84. 23	3 92	66. 18	3 79
81. Oil and waste for engines and tenders,.....	20,348	88	5. 61	0 16	4. 40	7 99
82. Oil and waste for freight cars,	10,018	15			2. 73	5 02
Carried forward,.....	430,035	16	220. 72	2 94	209. 31	2 22

EXPENSES OF OPERATING THE ROAD—(Continued).

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Brought forward,.....	430.035 16	220.722 94	209.312 22
83. Oil and waste for passenger and baggage cars,.....	1.852 64	1.852 64	
84. Loss and damage of goods and baggage,	4.903 91	464	4.439 91
85. Damage for injuries of persons,.....	9.332 53	9.332 53	
86. Damage to property, including damages by fire and cattle killed on road,	1.204 21	200 16	1.004 05
87. General superintendence,	7.066 47	3.757 22	3.309 25
88. Contingencies,.....	253.932 87	128.103 49	125.829 38
89. Totals,	708.327 79	364.432 98	343.894 81

90. The above statements are to be made without reference to the sums actually received or paid during the year.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

		Dollars.	Cents.
<i>1st. Earnings.</i>			
91. From passengers,.....		1,079.66	176
92. From freight,.....		712.38	248
93. From other sources,.....		50.59	195
Total,		1,842.63	619
94. The above to be stated without reference to the amount actually collected.			
<i>2d. Receipts.</i>			
95. From passengers,.....	<i>1,049.75</i>	1,079.66	176
96. " <i>commutation</i> 29.97.51		731.82	086
97. "From other sources, specifying what, in detail," as follows, viz:			
<i>Telegraph</i>		1347	90
<i>Route</i>		11756	19
<i>Mail Service</i>		32400	—
<i>Int. & B. Reckle</i>		735	7
<i>Misses</i>		4352	86
Total,		1,862.07	457
<i>3d. Payments, other than for Construction.</i>			
98. For transportation expenses,.....		1078540	60
99. For interest,		647700	47
100. For dividends on stock, amount and rate per cent,			
101. To <i>Balance Income of</i> payments to surplus fund,		135833	50
Total,		1,862,074	67
Total amount of <i>Balance Income of</i> surplus fund,		1,950,039	93

\$ 783,533,97 etc.

66% nearly

= 2 1/2 %

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

~~2500~~ contingents
~~2500~~ 25000 Dollars.
~~2500~~ Dollars

into for make =

NAMES AND RESIDENCE OF OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	RESIDENCE.
<p><i>President,</i> <i>Treasurer,</i> <i>Secretary,</i> <i>Engineer,</i> <i>Superintendent.</i></p>	

Communications intended for this Company should be addressed

No. Street,

County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from the books and records, and have examined them as far as is practicable, and believe them to be correct.

(Signed)*

(Signed)*

(FROM CHAPTER 140, LAWS OF 1850.)

§ 31

103. "It shall be the duty of the State Engineer and Surveyor to arrange the information, contained in such Reports, in a tabular form, and prepare the same, together with the said Reports, in a single document, for printing, for the use of the legislature, and report the same to the legislature on the first day of its session in each year."
104. "All the items under the heads of expenses of maintaining the road or real estate of the Corporation, expenses of machinery or personal property of the Corporation, expenses of use of road and machinery or operating the road, shall be carried out under two heads, the one showing the cost of freight transportation, the other the cost of passenger transportation."
105. "The provisions of this section shall apply to all existing Railroad Corporations; and the Report of the said existing Railroad Corporations, made in pursuance of the provisions of this section, shall be deemed to be a full compliance with any existing law or resolution, requiring Annual Reports to be made by such Corporation."
- § 32. "Any such Corporation, which shall neglect to make the Report as is provided in the preceding section, shall be liable to a penalty of two hundred and fifty dollars, to be sued for in the name of the people, for their use."

* The above Certificate must be signed by the Officers of the Company who affirm on page 8.

(CHAPTER 437, LAWS OF 1859.)

AN ACT in relation to Reports of State Officers.

Passed April 18, 1859; three-fifths being present.

*The People of the State of New-York, represented in Senate and Assembly,
do enact as follows:*

SECTION 1. The Comptroller, Secretary of State, Treasurer, State Engineer and Surveyor, Attorney General, Canal Commissioners, Auditor of Canal Department, Commissioners of the Canal Fund, Commissioners of the Land Office, Canal Appraisers, Inspectors of State Prisons, Regents of the University, Superintendent of Banking Department, Superintendent of Public Instruction, Adjutant-General, Commissary-General, and all other State Officers, or heads of departments, required by law to submit an Annual Report to the legislature of this State, are hereby required to complete their several Annual Reports for the previous fiscal year, ending on the thirtieth day of September of each year, on or before the tenth day of December succeeding, and cause the same, on or before that day, to be placed in the hands of the person having the contract to do the printing for the Senate and Assembly, under and in pursuance of the provisions of section two, chapter twenty-four, of the laws of eighteen hundred and forty-six.

§ 2. The said printer, so having the contract as aforesaid, is hereby directed and required, when a report is placed in his hands in conformity to the first section of this act, to print and publish such reports, in the style they have heretofore been printed, on or before the first day of the meeting of the legislature in each year; and it shall be the duty of said printer aforesaid, to distribute and deliver said reports for the use of the legislature and others, as he is required to do by virtue of his contract, on or before the first day of the meeting of the legislature in each year; the printing required to be done under the provisions of this act shall hereafter be included in the sealed proposals for such printing.

§ 3. This act shall take effect upon the expiration of the present contract for the printing for the Senate and Assembly and public officers, provided for in and by section two, chapter twenty-four, of the laws of eighteen hundred and forty-six.

$$\begin{array}{r}
 1078 \quad | \quad 1.22 \text{ g } \Sigma \text{ mds} \\
 \underline{887} \\
 191 \\
 \underline{177} \\
 140 \\
 \underline{887} \\
 513
 \end{array}$$

$$1078 = 1\frac{1}{4} \text{ } \Sigma \text{ mds}$$

ANNUAL REPORT

OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year ending September 30th, 1860,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY :

WEED, PARSONS AND COMPANY, PRINTERS.

1860.

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BUFFALO.



ANNUAL REPORT

OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year ending September 30th, 1860,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY :
WEED, PARSONS AND COMPANY, PRINTERS.
1860.

M.S.

32-23079

1860; '61; '62; '65.

STATE OF NEW YORK, }
CITY AND COUNTY OF ALBANY, } ss.

ERASTUS CORNING, President of THE NEW YORK CENTRAL RAILROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself deposes and says that the statements in the annexed Report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

ERASTUS CORNING.

(Signed)

C. VIBBARD.

Subscribed and sworn to before }
me, this eleventh day of De- }
cember, 1860, }

(Signed)

J. STERNBERGH,

Commissioner of Deeds.

REPORT

OF THE NEW YORK CENTRAL RAILROAD COMPANY to the STATE ENGINEER AND
SURVEYOR of the STATE OF NEW YORK, made pursuant to
CHAPTER 140 of the Laws of 1850.

Being for the Year Ending September 30th, 1860.

1. THE AMOUNT OF THE CAPITAL STOCK AS BY CHARTER:

2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED:

Capital stock, as by last report,.....	\$24,000,000 00
The amount now of capital stock,.....	<u>24,000,000 00</u>

3. THE AMOUNT OF CAPITAL STOCK PAID IN, AS BY LAST REPORT, \$24,000,000 00

4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN,.....	<u>24,000,000 00</u>
--	----------------------

5. THE FUNDED DEBT AS BY LAST REPORT, \$14,333,771 21

6. THE TOTAL AMOUNT NOW OF FUNDED DEBT,.....	<u>14,332,523 06</u>
--	----------------------

THE FOLLOWING IS A DETAILED STATEMENT OF THE FUNDED DEBT:

Debt Certificates, or Premium Bonds, issued to the Stockholders under the 15th Article of the Consolidation Agreement, dated August 1st, 1853, payable May 1st, 1883, with interest at the rate of 6 per cent per annum from May 1st, 1853, payable semi-annually, in the city of New York, on the 1st of May and the 1st of November,..... \$8,892,600 00

Deduct the amount of these Certificates purchased for the Sinking Fund, provided for their payment by the 16th Article of the Consolidation Agreement, 1,147,600 00

Carried forward,..... \$7,745,000 00

Brought forward,.....	\$7,745,000 00
Amount outstanding of the debts of the former Companies composing the line, assumed by this Company under the fifth Article of the Consolidation Agreement, the particulars of which debts have been stated in previous Reports,.....	550,371 60
Bonds of the Buffalo and Niagara Falls Railroad Company, assumed by this Company under the agreement, by way of lease, between the two Companies, payable October 1st, 1864, interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 1st of January and the 1st of July,.....	35,000 00
Bonds for funding the principal of the debts assumed by this Company for the former Companies, at the time of con- solidation, dated August 1st, 1856, payable August 1st, 1876, interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 1st of February and the 1st of August,.....	1,308,000 00
Bonds to the Stockholders of the Buffalo and Niagara Falls Railroad Company, under the agreement before referred to, dated February 1st, 1854, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of July, 1853, payable in the city of New York, semi-annually, on the 1st of May and the 1st of November,.....	86,000 00
Bonds given for Railroad stock (as stated in previous Reports), dated August 1st, 1853, payable May 1st, 1883, interest at 6 per cent per annum, from the 1st of May, 1853, payable in the city of New York, semi-annually, on the 1st of May and the 1st of November,.....	680,000 00
Bonds issued at different times for the purchase of Real Estate, payable May 1st, 1883, interest at 6 per cent per annum, payable in the city of New York, semi-annually, on the 1st of May and the 1st of November,.....	175,000 00
Carried forward,.....	\$10,579,371 60

Brought forward,	\$10,579,371 60
Bonds and Mortgages, some existing before Consolidation, assumed and given for part consideration of Real Estate purchased, payable at various times, up to 1866, with interest at 7 per cent per annum, with the exception of \$25,502.50 of the amount, the interest upon which is at 6 per cent per annum,	253,151 46
Bonds of this Company, dated 15th of June, 1854, payable 15th of June, 1864, interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 15th of June and the 15th of December,	3,000,000 00
Bonds of this Company, dated 1st of August, 1859, payable 1st of August, 1876, interest at 7 per cent per annum, payable in the city of New York, semi-annually, on the 1st of February and the 1st of August, with the privilege of converting the principal into stock of the Company, at par, on the terms therein mentioned, at any time within ten years from the date thereof,	500,000 00
Total amount of Funded Debt, September 30th, 1860,	<u>\$14,332,523 06</u>

7. THE FLOATING DEBT AS BY LAST REPORT:—NONE.

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING:

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT:

The Company has no Floating Debt.

During the year the Company has occasionally given acceptances, as heretofore; the amount of such acceptances outstanding at the close of the fiscal year, was \$127,375.50, all of which have matured and been paid before the verification of this Report.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, $6\frac{33}{100}$ per cent.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

ON THE 30TH SEPTEMBER, 1856, 1857, 1858, 1859 AND 1860.

	1856.	1857.	1858.	1859.	1860.
Debt Certificates, less amount held for Sinking Fund,.	\$8,422,600 00	\$8,260,600 00	\$8,100,000 00	\$7,925,000 00	\$7,745,000 00
Bonds for convertible loan,.....	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Debts of the former Companies outstanding,	1,052,962 43	880,753 11	657,682 43	637,737 25	550,371 60
Bonds for funding the debts of the former Companies,	331,000 00	399,000 00	1,256,000 00	1,225,000 00	1,308,000 00
Bonds for railroad stocks,.....	812,000 00	807,000 00	785,000 00	770,000 00	680,000 00
Bonds for real estate,.....	221,000 00	204,000 00	200,000 00	195,000 00	175,000 00
Bonds to Buffalo and Niagara Falls Railroad Company,	103,100 00	93,500 00	93,000 00	90,000 00	86,000 00
Bonds of Buffalo and Niagara Falls Railroad Company,	55,000 00	55,000 00	46,000 00	45,000 00	35,000 00
Bond to Telegraph Company,.....	10,000 00	10,000 00	10,000 00	10,000 00	
Bonds and mortgages,.....	286,234 86	265,657 06	254,952 26	254,033 96	253,151 46
Convertible Bonds payable in 1876,.....	.....	.....	.....	182,000 00	500,000 00
Debts of the former Companies, paid temporarily by this Company, and to be again funded,.....	508,853 29	656,062 61	2,133 29		
Total amount of Funded Debt,.....	\$14,802,750 58	\$14,631,572 78	\$14,404,767 98	\$14,333,771 21	\$14,332,523 06
Capital Stock,.....	24,136,660 69	24,136,660 69	24,182,400 00	24,000,000 00	24,000,000 00
Total amount of Funded Debt and Capital Stock,	\$38,939,411 27	\$38,768,233 47	\$38,587,167 98	\$38,333,771 21	\$38,332,523 06

NOTE.—During the last fiscal year \$318,000 of 7 per cent Convertible Bonds, payable in 1876, being Bonds of the issue representing part of the Surplus Income of the Company heretofore expended for Construction, have been disposed of at par, and the amount thus refunded to Income account, has been re-invested in Lake Propeller Stock.

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time.
11. 12. For Graduation and Masonry,.....	\$6,777,106 60	\$6,777,106 60
13. 14. For Bridges,.....	808,067 91	808,067 91
15. 16. For Superstructure, including iron,..	10,213,195 02	10,340,641 17
17. 18. For Passenger and Freight Stations, Buildings and Fixtures,.....	1,174,964 85	1,176,520 78
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures,..	770,007 01	845,113 30
21. 22. For Land, Land Damages and Fences,	4,027,844 57	4,089,117 11
23. 24. For Locomotives and Fixtures, and Snow Plows,.....	2,351,466 12	2,351,466 12
25. 26. For Passenger and Baggage Cars,...	851,127 81	851,127 81
27. 28. For Freight and other Cars,.....	2,054,483 34	2,054,483 34
29. 30. For Engineering and Agencies,.....	603,528 92	603,528 92
Construction account of the Rochester and Lake Ontario Railroad Co.,...	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co.,...	658,921 56	658,921 56
Construction account of the Lewiston Railroad Co.,	400,000 00	400,000 00
31. Totals, cost of road and equipment,..	<u>\$30,840,713 71</u>	<u>\$31,106,094 62</u>

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,.....	555.88
33. Length of road laid,.....	555.88
34. Length of double track, including sidings,.....	364.42
35. Length of branches owned by the Company, laid,.....	258.13
36. Length of double track on the same,.....	2.
37. Weight of rail per lineal yard, on main track,.....	62½ to 80 lbs.
38. The number of locomotive engine houses and shops,	38

Miles.

The length of the main line of road between the termini, that is, from
Albany to Buffalo, 297.75

The length of side, or parallel and branch lines, is as follows:

	Miles.
From Troy to Schenectady,.....	21.
“ Syracuse to Rochester, <i>via</i> Auburn,.....	104.
“ Batavia to Attica,.....	11.
“ Rochester to Suspension Bridge,.....	74.75
“ Lockport Junction to Tonawanda,.....	12.25
“ Rochester Junction to Charlotte,.....	6.88
“ Buffalo to Lewiston,.....	28.25
	<hr/> 258.13

The total length of the main, side and branch lines, owned by the
Company, is,..... 555.88

The whole length of the first track, laid on main lines and branches
measuring the length of the road, exclusive of second tracks and
sidings,..... 555.88

The length of the second track, laid on main lines and branches (exclu-
sive of sidings and turnouts less than one mile in length),..... 243.53

The length of sidings, turnouts and switches laid on main lines and
branches,..... 120.89

The total length of equivalent single track, laid on main lines and
branches, adding to the length of the first track the length of the
second track, of the sidings and of the turnouts,..... 920.30

The length of the Niagara Bridge and Canandaigua Railroad, leased by
this Company, is, from Suspension Bridge to Canandaigua,..... 98.46

Branch line to Elevator at Tonawanda,..... 1.63

Sidings, turnouts and switches,..... 3.42

Total length of equivalent single track,..... 103.51

Weight of rail per lineal yard,..... 57 to 62½ lbs.

The number of locomotive engine houses and shops,.... 3

EQUIPMENT.

	Number.
Number of locomotive engines,	216
Number of first class passenger cars (rated as 8-wheel cars),	196
Number of second class and emigrant cars, " "	39
Number of baggage, mail and express cars, " "	61
Number of freight cars, " "	2,644
Number of gravel cars and other service cars,	350

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL
MILES RUN.

40. Miles run by the passenger trains,	1,816,279
41. Miles run by the freight trains,	2,344,881
Miles run by the wood, gravel and construction trains,	332 053
Aggregate miles run by the passenger cars in passenger trains,	5,535,003
The same by baggage, mail and express cars in passenger trains,	2,292,921
The same by freight cars in passenger trains,	5,964,723
Aggregate miles run by all cars in passenger trains,	13,792,647

42. Average rate of fare charged, viz. :

	Cents.
For first class through passengers, per mile,	2
A small reduction has, at times been made on fare for a long line owned by several Companies, or at competing points.	
For first class way passengers, per mile,	2
For second class and emigrant through passengers per mile,	1
For second class and emigrant way passengers, per mile, ...	1
Average rate of fare charged for all classes of passengers, ...	1.92

43. Number of passengers (all classes) carried in cars,	2,261,136
44. Number of miles travelled by passengers (all classes),	126,588,091
45. Number of tons (2,000 lbs.) of freight carried in cars,	1,028,183
46. Total movement of freight or number of tons carried one mile,	199,231,392

Miles per hour.

47. Average rate of speed adopted by ordinary passenger trains, including stops,	21.
48. Rate of speed of same when in motion,	28.
49. Average rate of speed adopted by express trains including stops,	30.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, exclusive of passengers and baggage,	110
54. Average weight in tons of freight trains, exclusive of freight,	180

Tons.

55. The amount of freight in tons :	
Of the products of the forest,	42,305
Of animals,	223,362
Of vegetable food,	343,872
Other agricultural products,	39,169
Manufactures,	77,256
Merchandise,	201,587
Other articles,	100,632

PASSENGERS.—Number of Through and Way, First Class, in each direction for each month.

	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
October, 1859,.....	7,114	112,677	119,791	6,979	96,083	103,062	14,093	208,760	222,853	12,499,949
November, ".....	4,074	84,777	88,851	3,591	80,142	83,733	7,665	164,919	172,584	8,833,543
December, ".....	4,970	73,917	78,887	4,158	71,741	75,899	9,128	145,658	154,786	8,509,929
January, 1860,.....	3,093	68,981	72,074	2,439	65,123	67,562	5,532	134,104	139,636	6,972,611
February, ".....	3,625	67,348	70,973	2,632	64,581	67,213	6,257	131,929	138,186	7,104,146
March, ".....	5,116	83,972	89,088	3,986	79,880	83,866	9,102	163,852	172,954	9,222,733
April, ".....	5,713	85,438	91,151	4,575	75,866	80,441	10,288	161,304	171,592	9,477,910
May, ".....	6,438	83,827	90,265	5,240	76,729	81,969	11,678	160,556	172,234	9,865,632
June, ".....	6,226	89,537	95,763	4,891	79,512	84,403	11,117	169,049	180,166	10,033,563
July, ".....	7,398	118,652	126,050	5,238	106,763	112,001	12,636	225,415	238,051	12,722,150
August, ".....	7,858	118,571	126,429	7,958	105,412	113,370	15,816	223,983	239,799	13,620,227
September, ".....	8,856	116,826	125,682	8,587	103,118	111,705	17,443	219,944	237,387	13,948,762
	70,481	1,104,523	1,175,004	60,274	1,004,950	1,065,224	130,755	2,109,473	2,240,228	122,811,155
Emigrant, for the year,..	.....	.....	.....	11,313	9 595	20,908	11,313	9,595	20,908	3,776,936
Total,.....	70,481	1,104,523	1,175,004	71,587	1,014,545	1,086,132	142,068	2,119,068	2,261,136	126,588,091

TONNAGE—PRODUCTS OF THE FOREST.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1859,	24	385	409	167	2,312	2,479	191	2,697	2,888
November, "	35	301	336	256	2,750	3,006	291	3,051	3,342
December, "	17	695	712	157	2,179	2,336	174	2,874	3,048
January, 1860,	3	520	523	210	2,636	2,846	213	3,156	3,369
February, " .....	.....	674	674	324	2,297	2,621	324	2,971	3,295
March, " .....	.....	1,214	1,214	264	2,103	2,367	264	3,317	3,581
April, " .....	.....	460	460	194	3,219	3,413	194	3,679	3,873
May, "	7	452	459	260	3,331	3,591	267	3,783	4,050
June, "	4	969	973	229	3,453	3,682	233	4,422	4,655
July, " .....	.....	494	494	102	3,082	3,184	102	3,576	3,678
August, "	7	257	264	135	2,950	3,085	142	3,207	3,349
September, " .....	.....	411	411	110	2,656	2,766	110	3,067	3,177
Total,	97	6,832	6,929	2,408	32,968	35,376	2,505	39,800	42,305

TONNAGE—PRODUCTS OF ANIMALS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1859,	39	511	550	11,324	9,627	20,951	11,363	10,138	21,501
November, "	16	454	470	12,021	7,569	19,590	12,037	8,023	20,060
December, "	59	724	783	12,087	8,453	20,540	12,146	9,177	21,323
January, 1860,	26	1,026	1,052	9,716	6,491	16,207	9,742	7,517	17,259
February, "	89	862	951	10,264	4,833	15,097	10,353	5,695	16,048
March, "	125	2,053	2,178	11,688	3,868	15,556	11,813	5,921	17,734
April, "	65	1,049	1,114	12,288	3,880	16,168	12,353	4,929	17,282
May, "	78	642	720	8,771	4,910	13,681	8,849	5,552	14,401
June, "	21	446	467	13,704	5,804	19,508	13,725	6,250	19,975
July, "	17	623	640	9,772	5,389	15,161	9,789	6,012	15,801
August, "	161	1,147	1,308	11,177	7,041	18,218	11,338	8,188	19,526
September, "	276	1,421	1,697	10,429	10,326	20,755	10,705	11,747	22,452
Total,	972	10,958	11,930	133,241	78,191	211,432	134,213	89,149	223,362

TONNAGE—VEGETABLE FOOD

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1859,.....	1	637	638	24,171	25,527	49,698	24,172	26,164	50,336
November, “.....	1	805	806	19,859	21,833	41,692	19,860	22,638	42,498
December, “.....	.....	625	625	5,020	17,596	22,616	5,020	18,221	23,241
January, 1860,.....	.....	787	787	3,311	10,611	13,922	3,311	11,398	14,709
February, “.....	.....	550	550	1,810	9,757	11,567	1,810	10,307	12,117
March, “.....	1	5,673	5,674	4,012	11,001	15,013	4,013	16,674	20,687
April, “.....	1	2,153	2,154	6,771	22,382	29,153	6,772	24,535	31,307
May, “.....	1	2,366	2,367	13,970	15,976	29,946	13,971	18,342	32,313
June, “.....	.....	1,123	1,123	7,973	10,597	18,570	7,973	11,720	19,693
July, “.....	.....	593	593	8,908	8,325	17,233	8,908	8,918	17,826
August, “.....	.....	2,157	2,157	15,880	15,321	31,201	15,880	17,478	33,358
September, “.....	.....	1,954	1,954	22,303	21,530	43,833	22,303	23,484	45,787
Total,....	5	19,423	19,428	133,988	190,456	324,444	133,993	209,879	343,872

TONNAGE—OTHER AGRICULTURAL PRODUCTS.

MONTHS.		WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
		Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	1859,.....	113	1,226	1,339	596	6,877	7,473	709	8,103	8,812
November,	"	166	709	875	892	4,309	5,201	1,058	5,018	6,076
December,	"	87	613	700	394	942	1,336	481	1,555	2,036
January,	1860,.....	24	503	527	373	1,084	1,457	397	1,587	1,984
February,	"	41	492	533	515	1,635	2,150	556	2,127	2,683
March,	"	93	1,293	1,386	404	1,560	1,964	497	2,853	3,350
April,	"	141	551	692	146	1,330	1,476	287	1,881	2,168
May,	"	96	294	390	571	682	1,253	667	976	1,643
June,	"	98	727	825	187	587	774	285	1,314	1,599
July,	"	65	138	203	626	388	1,014	691	526	1,217
August,	"	91	474	565	350	1,883	2,233	441	2,357	2,798
September,	"	62	769	831	614	3,358	3,972	676	4 127	4,803
Total,.....		1,077	7,789	8,866	5,668	24,635	30,303	6,745	32,424	39,169

TONNAGE—MANUFACTURES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1859,.....	317	2,032	2 349	406	3,319	3,725	723	5,351	6,074
November, ".....	179	1,529	1,708	223	4,336	4,559	402	5,865	6,267
December, ".....	208	1,664	1,872	486	5,013	5,499	694	6,677	7,371
January, 1860,.....	125	1,090	1,215	108	5,048	5,156	233	6,138	6,371
February, ".....	200	1,125	1,325	674	4,122	4,796	874	5,247	6,121
March, ".....	203	2,966	3,169	340	3,482	3,822	543	6,448	6,991
April, ".....	203	2,578	2,781	532	3,484	4,016	735	6,062	6,797
May, ".....	225	1,964	2,189	980	3,103	4,083	1,205	5,067	6,272
June, ".....	95	2,248	2,343	838	2,674	3,512	933	4,922	5,855
July, ".....	115	1,795	1,910	637	3,154	3,791	752	4,949	5,701
August, ".....	166	1,862	2,028	761	3,439	4,200	927	5,301	6,228
September, ".....	179	2,690	2,869	643	3,696	4,339	822	6 386	7,208
Total,.....	2,215	23,543	25,758	6,628	44,870	51 498	8,843	68,413	77,256

TONNAGE—MERCHANDISE.

MONTHS.		WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
		Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	1859,	10,990	5,800	16,790	.....	1,437	1,437	10,990	7,237	18,227
November,	"	8,736	6,064	14,800	927	2,453	3,380	9,663	8,517	18,180
December,	"	5,937	5,011	10,948	109	1,837	1,946	6,046	6,848	12,894
January,	1860,	3,799	3,806	7,605	215	1,313	1,528	4,014	5,119	9,133
February,	"	6,421	4,161	10,582	116	1,433	1,549	6,537	5,594	12,131
March,	"	11,754	8,119	19,873	628	1,649	2,227	12,382	9,768	22,150
April,	"	12,082	10,248	22,330	484	1,939	2,423	12,566	12,187	24,753
May,	"	7,906	6,198	14,104	2	1,572	1,574	7,908	7,770	15,678
June,	"	5,663	4,874	10,537	108	1,394	1,502	5,771	6,268	12,039
July,	"	7,308	5,096	12,404	13	1,075	1,088	7,321	6,171	13,492
August,	"	12,471	4,614	17,085	54	1,220	1,274	12,525	5,834	18,359
September,	"	15,421	7,580	23,001	181	1,369	1,550	15,602	8,949	24,551
Total,	.....	108,488	71,571	180,059	2,837	18,691	21,528	111,325	90,262	201,587

TONNAGE—OTHER ARTICLES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1859,.....	610	2,950	3,560	586	4,388	4,974	1,196	7,338	8,534
November, ".....	491	2,953	3,444	683	3,578	4,261	1,174	6,551	7,705
December, ".....	230	3,875	4,105	.....	3,591	3,591	230	7,466	7,696
January, 1860,.....	443	2,376	2,819	288	3,338	3,626	731	5,714	6,445
February, ".....	376	2,097	2,473	261	3,249	3,510	637	5,346	5,983
March, ".....	546	4,200	4,746	349	4,450	4,799	895	8,650	9,545
April, ".....	760	5,141	5,901	409	4,222	4,631	1,169	9,363	10,532
May, ".....	642	3,671	4,313	989	4,783	5,772	1,631	8,454	10,085
June, ".....	508	3,132	3,640	805	3,697	4,502	1,313	6,829	8,142
July, ".....	402	2,149	2,551	1,364	4,052	5,416	1,766	6,201	7,967
August, ".....	606	2,701	3,307	1,488	4,009	5,497	2,094	6,710	8,804
September, ".....	529	3,567	4,096	1,537	3,561	5,098	2,066	7,128	9,194
Total,.....	6,143	38,812	44,955	8,759	46,918	55,677	14,902	85,730	100,632

TOTAL TONNAGE—ALL CLASSES OF FREIGHT.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Mileage.
October, 1859,.....	12,094	13,541	25,635	37,250	53,487	90,737	49,344	66,028	116,372	22,890,825
November, ".....	9,624	12,815	22,439	34,861	46,828	81,689	44,485	59,643	104,128	20,651,161
December, ".....	6,538	13,207	19,745	18,253	39,611	57,864	24,791	52,818	77,609	13,926,335
January, 1860,.....	4,420	10,108	14,528	14,221	30,521	44,742	18,641	40,629	59,270	10,584,406
February, ".....	7,127	9,961	17,088	13,964	27,326	41,290	21,091	37,287	58,378	10,903,492
March, ".....	12,722	25,518	38,240	17,685	28,113	45,798	30,407	53,631	84,038	15,703,074
April, ".....	13,252	22,180	35,432	20,824	40,456	61,280	34,076	62,636	96,712	17,911,836
May, ".....	8,955	15,587	24,542	25,543	34,357	59,900	34,498	49,944	84,442	16,795,537
June, ".....	6,389	13,519	19,908	23,844	28,206	52,050	30,233	41,725	71,958	14,181,965
July, ".....	7,907	10,888	18,795	21,422	25,465	46,887	29,329	36,353	65,682	13,248,635
August, ".....	13,502	13,212	26,714	29,845	35,863	65,703	43,347	49,075	92,422	19,006,341
September, ".....	16,467	18,392	34,859	35,817	46,496	82,313	52,284	64,888	117,172	23,427,785
Total,.....	118,997	178,928	297,925	293,529	436,729	730,258	412,526	615,657	1,028,183	199,231,392

**COST OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING
SEPTEMBER 30TH, 1860.**

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, excepting cost of iron,.....	\$738,165 77	\$295,266 30	\$442,899 47
57. For depreciation of way.*			
58. Cost of iron (including the cost of chairs and spikes) used in repairs,.....	452,201 62	180,880 64	271,320 98
59. Repairs of buildings,	184,848 75	73,939 50	110,909 25
60. Repairs of fences and gates,.....	24,085 84	9,634 33	14,451 51
61. Taxes on real estate,.....	148,528 88	59,411 55	89,117 33
Repairs of Mohawk turnpike,.....	3,653 02	1,451 20	2,201 82
62. Totals,	\$1,551,483 88	\$620,583 52	\$930,900 36

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING SEPTEMBER 30TH, 1860.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders,.....	\$293,030 37	\$117,212 14	\$175,818 23
65. Depreciation of engines and tenders.*			
66. Repairs of passenger and baggage cars,...	186,295 63	186,295 63	.....
67. Depreciation of passenger and baggage cars.*			
68. Repairs of freight cars,.....	262,739 55	.....	262,739 55
69. Depreciation of freight cars.*			
70. Repairs of tools and machinery in shops,...	31,980 46	12,792 18	19,188 28
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	29,858 68	11,943 47	17,915 21
72. Totals,	\$803,904 69	\$328,243 42	\$475,661 27

COST OF OPERATING THE ROAD FOR THE YEAR ENDING SEPTEMBER 30TH, 1860.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,.....	\$20,196 57	\$11,978 00	\$8,218 57
74. Agents and clerks,.....	246,880 58	89,126 93	157,753 65
75. Labor, loading and unloading freight,....	192,814 66	.....	192,814 66
76. Porters, watchmen and switch tenders,....	175,017 34	70,006 93	105,010 41
77. Wood and water station attendance,.....	42,699 79	17,079 91	25,619 88
78. Conductors, baggagemen and brakemen,...	141,856 36	77,355 98	64,500 38
79. Enginemen and firemen,...	185,747 46	71,705 49	114,041 97
80. Fuel, cost and labor of preparing for use,...	611,437 13	244,574 85	366,862 28
81. 82. 83. Oil and waste,.....	88,715 40	35,486 16	53,229 24
84. Loss and damage of goods and baggage,....	23,745 77	6,462 46	17,283 31
85. Damages for injuries of persons,.....	12,366 65	8,244 43	4,122 22
86. Damages to property, including damages by fire and cattle killed on road,.....	6,142 62	2,457 04	3,685 58
87. General superintendence,	54,434 13	21,773 65	32,660 48
88. Contingencies,	121,397 78	59,935 34	61,462 44
89. Totals,	\$1,923,452 24	\$716,187 17	\$1,207,265 07

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY OF ALL TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER
30TH, 1860, AS SHOWN BY THE PRECEDING TABLES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,	\$1,551,483 88	\$620,583 52	\$930,900 36
Repairs of Machinery,.....	803,904 69	328,243 42	475,661 27
Operating the road,.....	1,923,452 24	716,187 17	1,207,265 07
Total,.....	\$4,278,840 81	\$1,665,014 11	\$2,613,826 70

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

91. 95. From Passengers,.....	\$2,569,265 13
92. 96. From Freight,	4,095,933 53
93. 97. From other sources,.....	292,042 35
Total,.....	<u>\$6,957,241 01</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz.:	
For Passenger Business,.....	\$1,665,014 11
For Freight Business,.....	2,613,826 70
	<u>\$4,278,840 81</u>
99. For Interest, including interest on Debt Certi-	
ficates held for the Sinking Fund,....	\$985,272 04
For Sinking Funds,.....	115,266 50
For Rent of Niagara Bridge and Canandaigua	
Railroad,	60,000 00
	<u>1,160,538 54</u>
100. For Dividends, viz.:	
No. 13. Feb., 1860, 3 per cent,.....	\$720,000 00
No. 14. Aug., 1860, 3 per cent,.....	720,000 00
	<u>1,440,000 00</u>

Transportation expenses for the year ending September 30th, 1860, 61.49 per cent of the gross earnings, for the same period.

A large proportion of the expense of rebuilding the Buffalo elevator, together with the entire cost of substituting several iron for wooden bridges, of erecting and enlarging station houses at small stations, of building temporary structures for the protection of freight, and of extensive additions to machinery, besides other expenditures of a similar character, many of which items may be considered as properly chargeable to construction, have been charged to the transportation expenses of the year.

Net earnings for the year ending September 30th, 1860, \$1,517,861.66, equal to 6.324 per cent on the amount of the Capital Stock of the Company.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1860.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passengers, . . .	\$81,109 34	\$59,676 34	\$35,317 75	\$33,344 51	\$38,091 15	\$55,420 26	\$61,813 78
Way passengers,	179,482 48	136,089 05	114,828 50	99,219 36	94,735 52	119,302 25	129,909 33
Through freight,	247,342 36	235,610 16	168,218 23	123,426 80	134,209 78	211,291 64	215,370 25
Way freight,	172,140 33	175,241 42	165,219 77	110,915 83	114,920 70	157,619 55	157,786 08
Mail transportation, . . .	7,980 41	7,980 42	7,980 42	7,980 41	7,980 42	7,980 42	7,980 41
Express,	5,215 00	5,215 00	5,400 00	5,215 00	5,015 00	5,415 00	5,015 00
Rents, storage, use of engines and cars, and other earnings, }	16,401 34	17,979 74	23,431 60	7,026 20	7,577 81	4,049 37	7,266 09
Total,	\$709,671 26	\$637,792 13	\$520,396 27	\$387,128 14	\$402,530 38	\$561,078 49	\$585,140 94

EARNINGS—(Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total.
Through passengers,	\$74,471 98	\$67,095 34	\$76,474 12	\$99,570 98	\$95,084 56	\$777,470 14
Way passengers,	133,322 45	143,140 58	174,593 72	199,714 45	204,722 30	1,729,059 99
Through freight,	211,607 15	180,127 09	174,184 68	251,681 71	326,437 93	2,479,507 78
Way freight,	118,040 73	83,319 94	72,320 74	113,166 56	175,734 10	1,616,425 75
Mail transportation,	7,980 42	7,980 42	7,980 41	7,980 42	7,980 42	95,765 00
Express,	5,400 00	5,215 00	5,215 00	5,400 00	5,015 00	62,735 00
Rents, storage, use of engines and cars, and other earnings, }	876 79	9,064 45	33,725 40	14,868 09	54,010 47	196,277 35
Total,	\$551,699 52	\$495,942 82	\$544,494 07	\$692,382 21	\$868,984 78	\$6,957,241 01

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT, AND ALL OTHER SOURCES, FOR THE YEARS ENDING SEPTEMBER
30TH, 1853, 1854, 1855, 1856, 1857, 1858, 1859 AND 1860.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE.	DECREASE.
September 30, 1853,....	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17		
September 30, 1854,....	3,151,513 89	2,479,820 66	286,999 95	5,918,334 50	\$1,130,814 33	.....
“ “ 1855,....	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	645,246 64	.....
“ “ 1856,....	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	1,143,767 04	.....
“ “ 1857,....	3,147,636 86	4,559,275 88	320,338 67	8,027,251 41	319,903 23	.....
“ “ 1858,....	2,532,646 55	3,700,270 44	295,495 71	6,528,412 70	.....	\$1,498,838 71
“ “ 1859,....	2,566,369 71	3,337,148 36	297,330 75	6,200,848 82	.....	327,563 88
“ “ 1860,....	2,569,265 13	4,095,933 53	292,042 35	6,957,241 01	756,392 19	.....
Seven years,.....	\$20,417,039 65	\$25,690,093 13	\$1,795,884 98	\$47,903,017 76	\$2,169,720 84	.....

VALUE OF FUEL AND SUPPLIES ON HAND, SEPTEMBER 30, 1860.

Wood,.....	Cords,	141,603	\$542,239 49
Oil,	Gallons,	4,753	4,436 41
Iron rails,	Tons,	4,024	198,785 60
Chairs,	Pounds,	438,046	12,373 31
Spike,	"	113,900	3,788 25
Ties,		26,067	11,459 34
Iron, unwrought,.....	Tons,	427	34,032 76
Iron, worked and partly worked,	"	319	66,590 45
Copper and brass, wrought and unwrought, .	Pounds,	81,676	23,717 45
Lumber,	Feet,	1,371,937	30,257 28
Lumber, framed or worked,.....			3,546 00
Other materials for repairing road and bridges,			35,202 66
Engine driving wheels,.....		111	10,469 34
Truck and car wheels on axles,.....	Pairs,	1,299	43,968 77
Truck and car wheels,		1,364	20,101 20
Steel and steel springs,.....	Pounds,	309,499	21,373 08
Engine and car castings,.....	"	587,641	20,657 99
Road castings,	"	223,144	8,764 27
Lumber and nails for fences,.....			1,979 50
Paints and oils,.....			2,769 87
Rubber springs,	Pounds,	4,925	2,958 82
Car trimmings,			19,366 44
Glass,.....			1,735 12
Scrap iron,.....	Tons,	459	11,744 69
Other articles,.....			18,615 58
Total,.....			<u>\$1,150,933 67</u>

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured, survived or died.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collision of trains,.....	...	...	1	2	...	...	1	2
At work or standing by or upon } trains, ..... }	...	...	2	...	1	...	3	...
Jumping on or off the trains or en- } gines while in motion,..... }	...	1	...	...	2	2	2	3
Fell from the cars,.....	1	...	2	1	...	...	3	1
Run over while walking, standing } or lying upon the track,..... }	...	...	3	1	31	8	34	9
Total,.....	1	1	8	4	34	10	43	15

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1859.

OCTOBER 1. Jerome Lake, while walking upon the track, near Brockport, was struck by the engine of an express passenger train, moving west, and killed.

OCTOBER 2. John Kelly, a lad about six years of age, fell upon the track at a wood and water station between Albany and Schenectady, and was killed by a passing freight train.

OCTOBER 14. Valentine Crank, while walking upon the track, near Schenectady, stepped in front of an express passenger train, moving west, was struck by the engine and killed.

OCTOBER 18. Peter Vance was struck by the engine of a freight train, moving east, near Churchville, and considerably injured.

NOVEMBER 3. Thomas Fitzgerald, an employee, while at work on the track, near Brighton, was struck by the engine of a freight train, moving west, causing his death.

NOVEMBER 14. Mrs. Susannah Knight, a passenger, in attempting to pass from one car to another of a train in motion, near Syracuse, fell between the cars and was killed.

NOVEMBER 15. Henry Tingle, a brakeman in the service of the company, fell from the platform of one of the cars of a wood train at West Albany, and was slightly injured.

NOVEMBER 25. The engine of the New York express train, moving west, struck and killed Mrs. Moses, a mulatto woman, who was walking upon track near Kirkville.

NOVEMBER 29. Horatio Wager, an employee, fell from a freight train, while in motion, at West Albany, and was so seriously injured as to cause his death.

DECEMBER 1. Mary Carey was found dead beside the track, near Clyde. It is supposed that while walking or lying upon the track, she was killed by a passing train.

DECEMBER 3. Margaret Davis, in attempting to cross the track at Geneva, was so seriously injured by a moving freight train as to cause her death.

DECEMBER 15. Thomas Cavanaugh, in attempting to drive across the track in Schuyler street, Utica, in front of the express passenger train, was struck by the engine and killed. He was warned by the flag man not to cross, but disregarded the warning.

DECEMBER 22. Erwin Petrie, an employee, while standing upon the track at Syracuse, near a switch, was run over and killed by a train of cars which became detached from the engine.

1860.

JANUARY 14. Michael Kennedy was struck by the engine of the New York express train, moving west, near Canastota, and was slightly injured.

FEBRUARY 7. The engine of the mail train, moving east, struck a horse and wagon at a highway crossing between Geneva and Waterloo, injuring a Mr. Roy and a Miss Albro, who were attempting to cross the track.

FEBRUARY 14. Arthur Root, an employee, while leaning from the platform of a car of a freight train, as it approached Palmyra, came in contact with a bridge, injuring him so seriously as to cause his death.

FEBRUARY 15. Joseph Stead, while walking upon the track, near Canandaigua, was struck by the engine of a freight train moving east and killed.

FEBRUARY 15. The engine of a freight train, moving west, struck a wagon at a highway crossing, near Brighton, in which Michael Keist, an employee, was crossing the track, during a severe snow storm; Keist was thrown out of the wagon and killed.

FEBRUARY 17. During a severe snow storm a collision took place near Savannah, between a freight train, moving west, and an engine with a car attached, containing employees, moving east; Washington Vermilia, fireman, was killed; Hartwell Start, engineer, seriously injured, and Davis O. A. Buchanan, conductor, slightly injured.

FEBRUARY 24. A man stepped upon the track, near Palatine Church, in front of a freight train moving east, was struck by the engine, and killed. His name is unknown.

MARCH 3. Michael Maloy, who was lying upon the track, near Lyons, in a state of intoxication, was struck by the engine of the night express passenger train, moving east, and so much injured as to cause his death.

MARCH 5. Timothy McCarthy, an employee, while walking upon the track near Batavia, was struck by the engine of a passenger train, moving east, and slightly injured.

MARCH 7. The engine of a passenger train, moving east, struck three boys who were walking upon the track, near Lancaster. James Clement was killed; William Clement, seriously injured, and Lewis C. Keeler, slightly injured.

MARCH 7. Henry Tracy, while lying beside the track, near Middleport, was struck by the engine of the night passenger train, moving west, and considerably injured.

MARCH 14. Catharine Shaffer, while walking upon the track, near Buffalo, was struck by the engine of a passenger train, moving west, and so seriously injured as to cause her death.

MARCH 22. Pomeroy Searles, while walking upon the track in the freight yard at Syracuse, was run over by a freight train, and killed.

MARCH 23. As the night express passenger train, from Troy, approached Schenectady, the engine struck and killed John Yost, a deaf mute, who was walking upon the track towards the train.

APRIL 7. John Driskoll, in attempting to pass between two cars of a moving freight train, at the Broadway crossing in Albany, fell upon the track, was run over and so injured that it became necessary to amputate one of his legs.

APRIL 20. Bernard Rooney, while upon the track near Little Falls, at night, was run over by an engine, and killed.

APRIL 20. Michael Burney, while lying upon the track, near East Creek, was killed by a night train, moving west. It is supposed that he was intoxicated, or asleep.

- MAY 2. Richard Horsfall, an employee, fell upon the track from a freight train, moving west, as it approached Schenectady, and was killed.
- MAY 16. Ellen Heaton, while standing beside the track at Black Rock, was struck by the engine of a passenger train, moving west, and killed. She was intoxicated at the time.
- MAY 25. Henry Crane, a lad about seven years of age, stepped in front of the engine of the night express train, at Amsterdam, was struck by it, and so seriously injured as to cause his death.
- MAY 28. Robert Arbuckle, while walking upon the track, near Oriskany, in the evening, was struck by a passing engine, and killed.
- MAY 28. Osborn Hanford, while intoxicated, attempted to get upon one of the cars of a moving freight train, at Rochester, fell upon the track, was run over, and killed.
- JUNE 6. Barnard Spies, a lad about ten years of age, was struck by the engine of a passenger train, moving west, near North street, Rochester, and so seriously injured as to cause his death.
- JUNE 16. Nicholas Alters, in attempting to cross the track, near Lancaster, in front of a passenger train, moving west, was struck by the engine, and killed. He disregarded the warnings of his grandson, who was with him, and endeavored to prevent his crossing.
- JUNE 20. Anna Maria Nellis, in attempting to step from the platform of a car, as the train was approaching Fort Plain, fell, and was slightly injured.
- JUNE 26. Daniel S. Minton, a brakeman, while leaning from the platform of a car, near Black Rock, came in contact with a bridge, and was so seriously injured as to cause his death.
- JULY 4. Coplin Stinson was caught between the freight-house at Albany, and a moving freight car, and killed.
- JULY 5. Edgar Smith was found dead upon the track, near Clyde. It is supposed, that while upon the track, he was run over and killed by one of the passing night trains.
- JULY 10. George Foss, while walking between the tracks, near Cheektawaga, stepped in front of an approaching train, was struck by the engine, and killed.
- JULY 14. Alexander Arnold, in attempting to get upon a moving train at Oneida, fell, and was slightly injured.

JULY 16. James Twigley, while walking on the track, near Oneida, was struck by the engine of the steamboat express train, moving east, and killed.

JULY 28. James Stewart, while standing upon the track in front of his house, near Amsterdam, was struck by the engine of an express passenger train, moving east, and killed.

AUGUST 24. James A. Lathrop stepped upon the track, near Niagara Falls, in front of the engine of an approaching passenger train, was struck by it and killed.

AUGUST 30. Gains Robinson was found upon the track, in the evening, in Buffalo, between Washington and Chicago streets, seriously injured. He died soon afterwards. It is supposed that he had been run over by a passing train.

SEPTEMBER 2. John McGown was found dead upon the track, near Sanford's Bridge, about three miles from Albany. It is supposed that, while lying upon the track, he was run over by a passing train.

SEPTEMBER 9. James Close, a lad about ten years of age, in attempting to get upon a platform car, near the freight depot, in Buffalo, while the train was moving, seriously injured his foot.

SEPTEMBER 10. Henry Stawcher, in attempting to get upon the pilot of a moving engine, at Buffalo, fell under the truck wheels, which passed over him, causing his death.

SEPTEMBER 13. Daniel Donnelly, while lying upon the track, near Seneca Falls, in a state of intoxication, was run over by a night freight train, moving west, and killed.

SEPTEMBER 17. Mrs. Jane Cummings, while walking upon the track, near Warner's station, in a state of intoxication, was struck by the engine of a passenger train, and killed.

SEPTEMBER 21. Arthur Murphy was found dead upon the track, near Skaneateles Station. It is supposed that, while intoxicated, he fell asleep upon the track, and was killed by one of the passing night trains.

NAMES AND RESIDENCES

OF THE

DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	JOHN V. L. PRUYN,	ALBANY.
DEAN RICHMOND,	BUFFALO.	LIVINGSTON SPRAKER,	PAL. BRIDGE
JOHN H. CHEDELL,	AUBURN.	JACOB GOULD,	ROCHESTER.
ALONZO C. PAIGE,	SCHENECTADY.	CORNELIUS L. TRACY,	TROY.
NATHANIEL THAYER,	BOSTON.	CHARLES H. RUSSELL,	NEW YORK.

(THREE VACANCIES, OCCASIONED BY DEATH, DURING THE YEAR.)

OFFICERS.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President,</i>	BUFFALO.
JOHN V. L. PRUYN,	<i>General Counsel and President pro tem.,</i>	ALBANY.
GILBERT L. WILSON,	<i>Treasurer and Secretary,</i>	ALBANY.

Officers in charge of the Line.

CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	ALBANY.
GEORGE E. GRAY,	<i>Chief Engineer,</i>	ALBANY.
SOLOMON DRULLARD,	<i>General Freight Agent,</i>	ALBANY.

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i>	ALBANY.
EZRA FOSTER, JR.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady</i> “	TROY.
ZENAS C. PRIEST,	<i>Schenectady and Syracuse</i> “	UTICA.
HARLOW W. CHITTENDEN,	<i>Syracuse and Rochester</i> “	SYRACUSE.
JOB COLLAMER,	<i>Rochester, Buffalo & Niag. Falls Division,</i>	ROCHESTER.

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW YORK CENTRAL RAILROAD COMPANY,

ALBANY, DECEMBER 11TH, 1860.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed)

ERASTUS CORNING,

President.

(Signed)

C. VIBBARD,

General Superintendent.

THE NEW YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1860.

To Expenses of Maintaining and Operating Road,	\$4,278,840 81	By Balance, September 30, 1859,	\$1,619,150 55
" Coupons and Interest,	985,272 04	" Passenger Receipts,	\$2,569,265 13
" Dividend No. 13, Feb., 1860, 3 per cent.,... \$720,000 00		" Freight "	4,095,933 53
" Dividend No. 14, Aug., 1860, 3 per cent.,... 720,000 00		" Mail "	95,765 00
	1,440,000 00	" Miscellaneous "	196,277 35
" Future Income: Amount of one year's contribution to Sinking Funds, transferred to Current Income Account:			6,957,241 01
Debt Certificates,	\$111,831 50		
Bonds to Buffalo and Niagara Falls R. R. Co., 3,435 00			
	115,266 50		
" Rent of the Niagara Bridge and Canandaigua Railroad,..	60,000 00		
" Balance, September 30th, 1860,	1,697,012 21		
	\$8,576,391 56		\$8,576,391 56
		By Balance, September 30th, 1860,	\$1,697,012 21

THE NEW YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1860.

Railroad and Equipment,.....		\$31,106,094 62	Capital Stock,		\$24,000,000 00
Cash in Banks,.....	\$70,605 83		Funded Debt Albany and Schenectady R. R. Co.,	\$125,000 00	
Passenger and Freight Agents; Balances, since remitted,...	371,749 73	442,355 56	“ “ Schenectady and Troy R. R. Co.,...	100,000 00	
			“ “ Buffalo and Rochester R. R. Co.,...	42,371 60	
			“ “ Roch., Lock. and Niag. F. R. R. Co.,	283,000 00	
Buffalo and State Line Railroad Company stock,.....	\$557,800 00		“ “ Buffalo and Niagara Falls R. R. Co.,.....	\$550,371 60	
Troy Union Railroad Company stock,.....	34,700 00			35,000 00	
Hudson River Bridge Company stock,.....	30,240 00		Debt Certificates,.....	\$7,745,000 00	
Lake Propeller stock,.....	341,591 50	954,331 50	Bonds for Convertible loan,.....	3,000,000 00	
			“ Railroad stocks,.....	680,000 00	
Future Income; Proportion of Debt Certificates, &c.,			“ Real Estate,.....	175,000 00	
chargeable to the Income of the Company, from Sep-			“ Funding Debts of old Companies,...	1,308,000 00	
tember 30, 1860, to May 1, 1883,.....		7,831,000 00	Bonds to Buffalo and Niagara Falls R. R. Co.,...	86,000 00	
			Bonds, Convertible, due 1876,.....	500,000 00	
Fuel and supplies; surplus beyond \$1,000,000,.....		150,933 67	Bonds and Mortgages,.....	253,151 46	
				13,747,151 46	14,332,523 06
			Bills payable,.....		127,375 50
Bills receivable,.....	\$50,002 69		Unclaimed Dividends,	\$9,036 80	
General Post-Office Department,.....	28,015 58		Expenses of operating the Road; paid in October,.....	144,316 60	
Real Estate (Buffalo and Niagara Falls R. R. Co.),.....	32,500 00		Coupons and interest; accrued to September 30th,.....	328,183 33	
“ (Oliver Lee & Co.'s Bank),.....	35,213 88	143,732 15			481,536 73
			Income account; Balance September 30, 1860,.....		1,697,012 21
					\$40,638,447 50
		\$40,638,447 50			

THE NEW YORK CENTRAL RAILROAD COMPANY.

EARNINGS, MONTHLY, COMMENCING WITH MAY, 1853, THE DATE OF CONSOLIDATION.

YEARS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1853,.....	-----	-----	-----	-----	\$419,287 20	\$375,040 99	\$330,794 80	\$491,546 00	\$581,914 96	\$560,904 51	\$461,729 16	\$446,964 15
1854,.....	\$335,362 14	\$315,113 40	\$429,277 77	\$501,905 83	510,820 88	476,578 60	425,766 15	520,075 42	646,836 54	649,420 12	567,227 01	432,851 72
1855,.....	425,037 65	316,274 82	538,257 15	654,268 77	633,381 69	521,436 48	471,217 97	548,008 09	719,070 41	736,421 82	674,941 04	668,902 13
1856,.....	447,104 30	381,802 14	521,199 87	717,917 21	710,554 80	651,870 70	624,605 09	697,857 54	873,817 59	950,379 99	750,928 19	687,576 71
1857,.....	460,552 14	458,139 83	687,979 99	713,988 04	655,256 61	571,536 42	565,340 67	663,085 87	862,516 95	647,286 23	615,367 01	646,192 49
1858,.....	430,375 86	390,430 67	537,857 87	668,424 73	510,197 42	432,195 40	458,663 80	538,048 16	653,373 06	653,660 81	600,919 81	510,424 64
1859,.....	380,348 68	370,544 36	509,210 54	478,562 63	409,627 84	447,813 16	504,217 40	591,919 97	743,598 98	709,671 26	637,792 13	520,396 27
1860,.....	387,128 14	402,530 38	561,078 49	585,140 94	551,699 52	495,942 82	544,404 07	692,382 21	868,984 78	-----	-----	-----

EARNINGS IN OCTOBER AND NOVEMBER, 1859 AND 1860, PARTLY ESTIMATED FOR 1860.

MONTHS.	1859.	1860.	INCREASE.
October,	\$709,671 26	\$810,890 83	\$101,219 57
November,	637,792 13	730,591 58	92,799 45
Total,	\$1,347,463 39	\$1,541,482 41	\$194,019 02

ANNUAL REPORT

OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year ending September 30th, 1861,

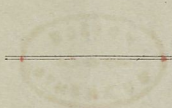
MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.



ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1861.

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ANNUAL REPORT

OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

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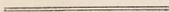
MADE TO THE

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UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.



ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1861.

m.s.
32-23079

STATE OF NEW YORK, }
CITY AND COUNTY OF ALBANY, } ss.

ERASTUS CORNING, President of THE NEW YORK CENTRAL RAILROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself deposes and says that the statements in the annexed Report, signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

ERASTUS CORNING.

(Signed)

C. VIBBARD.

Subscribed and sworn to before }
me, this tenth day of Decem- }
ber, 1861, }

(Signed)

J. STERNBERGH,

Commissioner of Deeds.

REPORT

OF THE NEW YORK CENTRAL RAILROAD COMPANY to the STATE ENGINEER AND
SURVEYOR of the STATE OF NEW YORK, made pursuant to
CHAPTER 140 of the Laws of 1850.

Being for the Year Ending September 30th, 1861.

1. THE AMOUNT OF THE CAPITAL STOCK AS BY CHARTER :

2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED :

Capital stock, as by last report,.....	\$24,000,000 00
The amount now of capital stock,.....	24,000,000 00

3. THE AMOUNT OF CAPITAL STOCK PAID IN AS BY LAST REPORT, \$24,000,000 00

4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN,..... 24,000,000 00

5. THE FUNDED DEBT AS BY LAST REPORT, \$14,332,523 06

6. THE TOTAL AMOUNT NOW OF FUNDED DEBT,..... 14,613,005 50

(See subsequent remarks as to Funded Debt.)

THE FOLLOWING IS A DETAILED STATEMENT OF THE FUNDED DEBT :

Debt Certificates, or Premium Bonds, issued to Stockholders in 1853, under the
Consolidation Agreement, payable May 1st, 1883, with interest at 6 per cent

per annum, payable semi-annually, on 1st May and November, \$8,892,600 00

Deduct the amount of the Sinking Fund provided for their pay-

ment under the Consolidation Agreement, 1,340,600 00

\$7,552,000 00

Amount outstanding of the debts of the former Companies,
assumed under the Consolidation Agreement, the particulars
of which debts have been stated in previous Reports,.....

263,553 85

Bonds of the Buffalo and Niagara Falls Railroad Company,
assumed under the lease of that Road, payable October 1st,
1864, interest at 7 per cent per annum, payable semi-annually,

on 1st January and July,..... 24,000 00

Carried forward,..... \$7,839,553 85

Brought forward,		\$7,839,553 85
Bonds for funding the principal of the debts assumed for the former Companies, at consolidation, payable August 1st, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August,	\$1,680,000 00	
Less amount cancelled and held by Sinking Fund,*	127,000 00	
	<hr/>	1,553,000 00
Bonds to the Stockholders of the Buffalo and Niagara Falls Railroad Company, under the lease before referred to, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$110,800 00	
Less amount cancelled and held by Sinking Fund,*	28,300 00	
	<hr/>	\$82,500 00
Bonds for Railroad stock (as stated in previous Reports), payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$817,000 00	
Less amount cancelled and held by Sinking Fund,*	137,000 00	
	<hr/>	680,000 00
Bonds for Real Estate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$235,000 00	
Less amount cancelled and held by Sinking Fund,*	69,000 00	
	<hr/>	166,000 00
	<hr/>	928,500 00
Carried forward,		\$10,321,053 85

* For particulars as to this Sinking Fund see Annual Report for 1856.

Brought forward,	\$10,321,053 85
Bonds and Mortgages, for Real Estate purchased, with interest at 7 per cent per annum, excepting \$25,502.50, the interest upon which is at 6 per cent per annum,	301,951 65
Bonds of June, 1854, payable June, 1864, interest at 7 per cent per annum, payable semi-annually, on 15th June and December,	3,000,000 00
Bonds of August, 1859, payable August, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August, with convertible privilege, at par, for ten years, ..	990,000 00
(See subsequent remarks as to Funded Debt.)	
Total amount of Funded Debt, September 30th, 1861,	<u>\$14,613,005 50</u>

7. THE FLOATING DEBT AS BY LAST REPORT:—NONE.

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING:—NONE. (See remarks below.)

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT:

The Company has no Floating Debt. Its Funded Debt has been stated above.

During the year the Company has occasionally given acceptances, as heretofore; the amount of which, outstanding at the close of the fiscal year, was \$209,356.10, of which \$109,800.08 has been paid before the verification of this Report.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, $6\frac{3}{10}\%$ per cent.

All the interest due by the Company, except on Mortgages, is payable in the city of New York.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

ON THE 30TH SEPTEMBER, 1857, 1858, 1859, 1860 AND 1861.

	1857.	1858.	1859.	1860.	1861.
Debt Certificates, less amount of Sinking Fund,	\$8,260,600 00	\$8,100,000 00	\$7,925,000 00	\$7,745,000 00	\$7,552,000 00
Bonds for Convertible Loan,.....	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Debts of the former Companies outstanding,.....	880,753 11	657,682 43	637,737 25	550,371 60	263,553 85
Bonds for Funding the Debts of the former Companies,	399,000 00	1,256,000 00	1,225,000 00	1,308,000 00	1,553,000 00
Bonds for Railroad Stocks,	807,000 00	785,000 00	770,000 00	680,000 00	680,000 00
Bonds for Real Estate,	204,000 00	200,000 00	195,000 00	175,000 00	166,000 00
Bonds to Buffalo and Niagara Falls Railroad Company,	93,500 00	93,000 00	90,000 00	86,000 00	82,500 00
Bonds of Buffalo and Niagara Falls Railroad Company,	55,000 00	46,000 00	45,000 00	35,000 00	24,000 00
Bond to Telegraph Company,	10,000 00	10,000 00	10,000 00		
Bonds and Mortgages,	265,657 06	254,952 26	254,033 96	253,151 46	301,951 65
Convertible Bonds, payable in 1876, .....	.....	.....	182,000 00	500,000 00	990,000 00*
Debts of the former Companies, paid temporarily by this Company, and to be again funded,	656,062 61	2,133 29			
Total amount of Funded Debt,	\$14,631,572 78	\$14,404,767 98	\$14,333,771 21	\$14,332,523 06	\$14,613,005 50
Capital Stock,	24,136,660 69	24,182,400 00	24,000,000 00	24,000,000 00	24,000,000 00
Total amount of Funded Debt and Capital Stock,	\$38,768,233 47	\$38,587,167 98	\$38,333,771 21	\$38,332,523 06	\$38,613,005 50

* See subsequent remarks as to Funded Debt.

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time.
11. 12. For Graduation and Masonry,.....	\$6,777,106 60	\$6,777,106 60
13. 14. For Bridges,	808,067 91	808,067 91
15. 16. For Superstructure, including iron, ..	10,340,641 17	10,378,799 01
17. 18. For Passenger and Freight Stations, Buildings and Fixtures,	1,176,520 78	1,216,520 78
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures, ..	845,113 30	996,122 12
21. 22. For Land, Land Damages and Fences,	4,089,117 11	4 278,081 98
23. 24. For Locomotives and Fixtures, and Snow Plows,	2,351,466 12	2,351,466 12
25. 26. For Passenger and Baggage Cars,...	851,127 81	851,127 81
27. 28. For Freight and other Cars,	2,054,483 34	2,054,483 34
29. 30. For Engineering and Agencies,	603,528 92	603,528 92
Construction account of the Rochester and Lake Ontario Railroad Co.,...	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co.,...	658,921 56	658,921 56
Construction account of the Lewiston Railroad Co.,	400,000 00	400,000 00
31. Totals, cost of road and equipment, ..	<u>\$31,106,094 62</u>	<u>\$31,524,226 15</u>

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,	555.88
33. Length of road laid,	555.88
34. Length of double track, including sidings,	369.78
35. Length of branches owned by the Company, laid,	258.13
36. Length of double track on the same,	2.
37. Weight of rail per lineal yard, on main track,	62½ to 80 lbs.
38. The number of locomotive engine houses and shops,	40

	Miles.
The length of the main line of road between the termini, that is, from Albany to Buffalo,	297.75

The length of side, or parallel and branch lines, is as follows :

	Miles.
From Troy to Schenectady,	21.
“ Syracuse to Rochester, <i>via</i> Auburn,	104.
“ Batavia to Attica,	11.
“ Rochester to Suspension Bridge,	74.75
“ Lockport Junction to Tonawanda,	12.25
“ Rochester Junction to Charlotte,	6.88
“ Buffalo to Lewiston,	28.25
	<u>258.13</u>

The total length of the main, side and branch lines, owned by the Company, is,	<u>555.88</u>
--	---------------

The whole length of the first track, laid on main lines and branches measuring the length of the road, exclusive of second tracks and sidings,	555.88
--	--------

The length of the second track, laid on main lines and branches (exclusive of sidings and turnouts less than one mile in length),	243.53
---	--------

The length of sidings, turnouts and switches laid on main lines and branches,	<u>126.25</u>
---	---------------

The total length of equivalent single track, laid on main lines and branches, adding to the length of the first track the length of the second track, of the sidings and of the turnouts,	<u>925.66</u>
---	---------------

The length of the Niagara Bridge and Canandaigua Railroad, leased by this Company, is, from Suspension Bridge to Canandaigua,	98.46
Branch line to Elevator at Tonawanda,	1.63
Sidings, turnouts and switches,	<u>3.42</u>

Total length of equivalent single track,	<u>103.51</u>
--	---------------

Weight of rail per lineal yard, 57 to 62½ lbs.

The number of locomotive engine houses and shops, ... 3

EQUIPMENT.

	Number.
Number of locomotive engines,	215
Number of first class passenger cars (rated as 8-wheel cars),	196
Number of second class and emigrant cars, “ “ 	40
Number of baggage, mail and express cars, “ “ 	61
Number of freight cars, “ “ 	2,759
Number of gravel cars and other service cars,	350

All the locomotive engines are in good condition.

115 freight cars have been added during the year, and their cost charged to expenses.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL
MILES RUN.

40. Miles run by the passenger trains,	1,850,056
41. Miles run by the freight trains,	2,727,730
Miles run by the wood, gravel and construction trains,	369,367
Aggregate miles run by the passenger cars in passenger trains,	5,593,178
The same by baggage, mail and express cars in passenger trains,	2,359,503
The same by freight cars in passenger trains,	3,263,170
Aggregate miles run by all cars in passenger trains,	11,215,851

42. Average rate of fare charged, viz.:

	Cents.
For first class through passengers, per mile,	2
A small reduction has, at times, been made on fare for a long line owned by several Companies, or at competing points.	
For first class way passengers, per mile,	2
For second class and emigrant through passengers, per mile,	1
For second class and emigrant way passengers, per mile, ...	1
Average rate of fare charged for all classes of passengers, ...	1.99

43. Number of passengers (all classes) carried in cars,	2,153,944
44. Number of miles traveled by passengers (all classes),.....	116,174,787
45. Number of tons (2,000 lbs.) of freight carried in cars,.....	1,167,302
46. Total movement of freight or number of tons carried one mile,	237,392,974

Miles per hour.

47. Average rate of speed adopted by ordinary passenger trains, including stops,	21.
48. Rate of speed of same, when in motion,.....	28.
49. Average rate of speed adopted by express trains, including stops,	30.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains, including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, exclu- sive of passengers and baggage,.....	110
54. Average weight in tons of freight trains, exclusive of freight,..	180

Tons.

55. The amount of freight in tons:	
Of the products of the forest,	39,310
Of animals,	251,964
Of vegetable food,	441,562
Other agricultural products,.....	47,341
Manufactures,	80,597
Merchandise,.....	192,583
Other articles,.....	113,945

PASSENGERS — Number of Through and Way, First Class, in each direction for each month.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
October, 1860,	6,510	113,090	119,600	7,021	105,115	112,136	13,531	218,205	231,736	12,494,215
November, "	4,603	91,530	96,133	4,702	89,729	94,431	9,305	181,259	190,564	9,797,360
December, "	3,227	75,412	78,639	2,992	76,165	79,157	6,219	151,577	157,796	7,723,614
January, 1861,	2,647	67,323	69,970	2,353	62,040	64,393	5,000	129,363	134,363	6,499,252
February, "	2,787	66,700	69,487	2,433	62,731	65,164	5,220	129,431	134,651	6,568,008
March, "	3,789	83,223	87,012	3,975	79,476	83,451	7,764	162,699	170,463	8,617,431
April, "	5,082	93,723	98,805	5,416	84,563	89,979	10,498	178,286	188,784	10,040,957
May, "	5,574	83,448	89,022	4,549	77,725	82,274	10,123	161,173	171,296	10,267,248
June, "	4,689	81,248	85,937	4,084	77,984	82,068	8,773	159,232	168,005	8,786,663
July, "	4,755	103,909	108,664	4,162	85,595	89,757	8,917	189,504	198,421	9,999,273
August, "	5,139	95,529	100,668	4,830	86,408	91,238	9,969	181,937	191,906	10,123,050
September, "	5,588	99,040	104,628	6,169	87,037	93,206	11,757	186,077	197,834	11,720,177
	54,390	1,054,175	1,108,565	52,686	974,568	1,027,254	107,076	2,028,743	2,135,819	112,637,278
Emigrant, for the year, ...	.....	.....	.....	10,837	7,288	18,125	10,837	7,288	18,125	3,537,509
Total,	54,390	1,054,175	1,108,565	63,523	981,856	1,045,379	117,913	2,036,031	2,153,944	116,174,787

TONNAGE — PRODUCTS OF THE FOREST.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,.....	477	477	152	3,125	3,277	152	3,602	3,754
November, “	802	802	173	2,002	2,175	173	2,804	2,977
December, “	292	292	269	3,637	3,906	269	3,929	4,198
January, 1861,.....	355	355	131	2,427	2,558	131	2,782	2,913
February, “	406	406	120	2,738	2,858	120	3,144	3,264
March, “	638	638	154	3,299	3,453	154	3,937	4,091
April, “	673	673	204	3,007	3,211	204	3,680	3,884
May, “	480	480	327	3,002	3,329	327	3,482	3,809
June, “	502	502	254	2,892	3,146	254	3,394	3,648
July, “	479	479	169	2,203	2,372	169	2,682	2,851
August, “	367	367	150	1,480	1,630	150	1,847	1,997
September, “	43	323	366	98	1,460	1,558	141	1,783	1,924
Total,.....	43	5,794	5,837	2,201	31,272	33,473	2,244	37,066	39,310

TONNAGE—PRODUCTS OF ANIMALS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,.....	249	1,878	2,127	12,189	8,842	21,031	12,438	10,720	23,158
November, “.....	194	1,455	1,649	13,740	8,586	22,326	13,934	10,041	23,975
December, “.....	64	1,561	1,625	11,469	6,789	18,258	11,533	8,350	19,883
January, 1861,.....	84	768	852	18,721	7,283	26,004	18,805	8,051	26,856
February, “.....	90	595	685	12,772	4,589	17,361	12,862	5,184	18,046
March, “.....	81	1,081	1,162	13,168	6,545	19,713	13,249	7,626	20,875
April, “.....	42	629	671	12,396	5,192	17,588	12,438	5,821	18,259
May, “.....	18	461	479	20,283	3,961	24,244	20,301	4,422	24,723
June, “.....	6	339	345	14,697	3,307	18,004	14,703	3,646	18,349
July, “.....	31	316	347	11,052	3,671	14,723	11,083	3,987	15,070
August, “.....	2	366	368	12,917	7,378	20,295	12,919	7,744	20,663
September, “.....	12	565	577	13,274	8,256	21,530	13,286	8,821	22,107
Total,.....	873	10,014	10,887	166,678	74,399	241,077	167,551	84,413	251,964

TONNAGE — VEGETABLE FOOD.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,	1	1,200	1,201	22,631	21,465	44,096	22,632	22,665	45,297
November, " .....	.....	1,569	1,569	24,947	23,083	48,030	24,947	24,652	49,599
December, " .....	.....	1,366	1,366	9,439	15,582	25,021	9,439	16,948	26,387
January, 1861, .....	.....	1,586	1,586	7,771	18,525	26,296	7,771	20,111	27,882
February, " .....	.....	794	794	6,262	11,149	17,411	6,262	11,943	18,205
March, " .....	.....	1,425	1,425	11,761	27,947	39,708	11,761	29,372	41,133
April, " .....	.....	1,085	1,085	16,850	31,525	48,375	16,850	32,610	49,460
May, " .....	.....	607	607	29,262	15,552	44,814	29,262	16,159	45,421
June, "	12	588	600	25,792	10,275	36,067	25,804	10,863	36,667
July, " .....	.....	397	397	16,200	7,871	24,071	16,200	8,268	24,468
August, " .....	.....	514	514	20,583	8,574	29,157	20,583	9,088	29,671
September, " .....	.....	560	560	31,681	15,131	46,812	31,681	15,691	47,372
Total,	13	11,691	11,704	223,179	206,679	429,858	223,192	218,370	441,562

TONNAGE—OTHER AGRICULTURAL PRODUCTS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,	92	1,264	1,356	463	4,898	5,361	555	6,162	6,717
November, "	65	1,361	1,426	808	4,844	5,652	873	6,205	7,078
December, "	66	550	616	822	1,241	2,063	888	1,791	2,679
January, 1861,	47	386	433	746	832	1,578	793	1,218	2,011
February, "	53	360	413	1,443	1,096	2,539	1,496	1,456	2,952
March, "	70	1,163	1,233	2,867	2,026	4,893	2,937	3,189	6,126
April, "	99	936	1,035	846	1,520	2,366	945	2,456	3,401
May, "	104	413	517	1,210	1,049	2,259	1,314	1,462	2,776
June, "	121	385	506	1,547	1,445	2,992	1,668	1,830	3,498
July, "	68	184	252	1,715	265	1,980	1,783	449	2,232
August, "	41	417	458	1,271	1,205	2,476	1,312	1,622	2,934
September, "	37	480	517	1,316	3,104	4,420	1,353	3,584	4,937
Total,	863	7,899	8,762	15,054	23,525	38,579	15,917	31,424	47,341

TONNAGE — MANUFACTURES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,.....	362	3,054	3,416	1,258	1,426	2,684	1,620	4,480	6,100
November, “	530	2,666	3,196	941	4,325	5,266	1,471	6,991	8,462
December, “	551	3,178	3,729	546	5,111	5,657	1,097	8,289	9,386
January, 1861,.....	286	1,413	1,699	847	4,304	5,151	1,133	5,717	6,850
February, “	270	1,369	1,639	721	3,868	4,589	991	5,237	6,228
March, “	196	1,871	2,067	512	3,757	4,269	708	5,628	6,336
April, “	192	2,379	2,571	684	4,558	5,242	876	6,937	7,813
May, “	249	1,736	1,985	2,903	2,858	5,761	3,152	4,594	7,746
June, “	156	495	651	1,634	2,567	4,201	1,790	3,062	4,852
July, “	106	1,310	1,416	1,598	2,696	4,294	1,704	4,006	5,710
August, “	97	1,174	1,271	1,276	2,458	3,734	1,373	3,632	5,005
September, “	250	1,209	1,459	1,763	2,887	4,650	2,013	4,096	6,109
Total,.....	3,245	21,854	25,099	14,683	40,815	55,498	17,928	62,669	80,597

TONNAGE — MERCHANDISE.

MONTHS.		WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
		Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October,	1860,	12,998	6,753	19,751	220	3,146	3,366	13,218	9,899	23,117
November,	"	9,542	6,724	16,266	76	1,390	1,466	9,618	8,114	17,732
December,	"	5,287	6,296	11,583	402	1,415	1,817	5,689	7,711	13,400
January,	1861,	3,837	3,864	7,701	74	910	984	3,911	4,774	8,685
February,	"	5,801	4,418	10,219	120	991	1,111	5,921	5,409	11,330
March,	"	11,869	7,178	19,047	483	1,882	2,365	12,352	9,060	21,412
April,	"	10,834	10,129	20,963	812	1,696	2,508	11,646	11,825	23,471
May,	"	6,525	6,218	12,743	268	1,159	1,427	6,793	7,377	14,170
June,	"	6,198	4,170	10,368	81	986	1,067	6,279	5,156	11,435
July,	"	6,411	4,016	10,427	81	890	971	6,492	4,906	11,398
August,	"	9,498	3,425	12,923	128	1,034	1,162	9,626	4,459	14,085
September,	"	15,950	5,136	21,086	63	1,199	1,262	16,013	6,335	22,348
Total,		104,750	68,327	173,077	2,808	16,698	19,506	107,558	85,025	192,583

TONNAGE — OTHER ARTICLES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1860,.....	754	3,917	4,671	952	5,672	6,624	1,706	9 589	11,295
November, “.....	723	5,239	5,962	102	3,327	3,429	825	8,566	9,391
December, “.....	531	3,757	4,288	656	4,737	5 393	1,187	8,494	9,681
January, 1861,.....	357	4,478	4,835	1,057	2,791	3,848	1,414	7,269	8,683
February, “.....	525	3,859	4,384	1,116	2 767	3,883	1,641	6,626	8,267
March, “.....	591	5,013	5,604	439	5,769	6,208	1,030	10,782	11,812
April, “.....	756	6,068	6,824	583	4,354	4,937	1,339	10,422	11,761
May, “.....	397	3,174	3,571	1,826	5,350	7,176	2,223	8,524	10,747
June, “.....	323	2,611	2,934	1,202	4 757	5,959	1,525	7,368	8,893
July, “.....	312	2,669	2,981	676	4,118	4,794	988	6,787	7,775
August, “.....	360	2,025	2,385	1,270	3,493	4,763	1,630	5,518	7,148
September, “.....	525	1,944	2,469	1,474	4,549	6,023	1,999	6,493	8,492
Total,.....	6,154	44,754	50,908	11,353	51,684	63,037	17,507	96,438	113,945

TOTAL TONNAGE—ALL CLASSES OF FREIGHT.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Mileage.
October, 1860,.....	14,456	18,543	32,999	37,865	48,574	86,439	52,321	67,117	119,438	23,532,099
November, "	11,054	19,816	30,870	40,787	47,557	88,344	51,841	67,373	119,214	23,418,210
December, "	6,499	17,000	23,499	23,603	38,512	62,115	30,102	55,512	85,614	15,515,851
January, 1861,.....	4,611	12,850	17,461	29,347	37,072	66,419	33,958	49,922	83,880	16,017,336
February, "	6,739	11,801	18,540	22,554	27,198	49,752	29,293	38,999	68,292	13,341,332
March, "	12,807	18,369	31,176	29,384	51,225	80,609	42,191	69,594	111,785	20,786,236
April, "	11,923	21,899	33,822	32,375	51,852	84,227	44,298	73,751	118,049	21,904,031
May, "	7,293	13,089	20,382	56,079	32,931	89,010	63,372	46,020	109,392	24,375,349
June, "	6,816	9,090	15,906	45,207	26,229	71,436	52,023	35,319	87,342	19,722,311
July, "	6,928	9,371	16,299	31,491	21,714	53,205	38,419	31,085	69,504	15,150,173
August, "	9,998	8,288	18,286	37,595	25,622	63,217	47,593	33,910	81,503	18,229,903
September, "	16,817	10,217	27,034	49,669	36,586	86,255	66,486	46,803	113,289	25,400,143
Total,.....	115,941	170,333	286,274	435,956	445,072	881,028	551,897	615,405	1,167,302	237,392,974

**COST OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING
SEPTEMBER 30TH, 1861.**

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, excepting cost of iron,	\$793,070 80	\$264,356 93	\$528,713 87
57. For depreciation of way.*			
58. Cost of iron (including the cost of chairs and spikes) used in repairs,.....	479,672 18	159,890 72	319,781 46
59. Repairs of buildings,.....	182,646 57	60,882 19	121,764 38
60. Repairs of fences and gates,.....	18,645 00	6,215 00	12,430 00
61. Taxes on real estate,.....	155,555 85	51,851 95	103,703 90
Repairs of Mohawk turnpike,	3,082 70	1,027 56	2,055 14
62. Totals,	\$1,632,673 10	\$544,224 35	\$1,088,448.75

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING SEPTEMBER 30TH, 1861.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders,.....	\$393,931 58	\$131,310 52	\$262,621 06
65. Depreciation of engines and tenders.*			
66. Repairs of passenger and baggage cars,....	170,946 50	170,946 50	
67. Depreciation of passenger and baggage cars.*			
68. Repairs of freight cars,.....	344,488 16	.....	344,488 16
69. Depreciation of freight cars.*			
70. Repairs of tools and machinery in shops,...	31,587 35	10,529 12	21,058 23
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	25,119 35	8,373 11	16,746 24
72. Totals,	\$966,072 94	\$321,159 25	\$644,913 69

COST OF OPERATING THE ROAD FOR THE YEAR ENDING SEPTEMBER 30TH, 1861.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,.....	\$20,518 15	\$11,538 41	\$8,979 74
74. Agents and clerks,.....	243,134 15	88,737 60	154,396 55
75. Labor, loading and unloading freight,....	242,414 36	.....	242,414 36
76. Porters, watchmen and switch tenders,....	182,210 36	60,736 78	121,473 58
77. Wood and water station attendance,.....	42,446 88	14,148 96	28,297 92
78. Conductors, baggagemen and brakemen,....	154,003 75	78,545 77	75,457 98
79. Enginemen and firemen,.....	198,484 61	74,621 40	123,863 21
80. Fuel, cost and labor of preparing for use, ..	659,141 29	219,713 76	439,427 53
81. 82. 83. Oil and waste,	90,691 72	30,230 54	60,461 18
84. Loss and damage of goods and baggage,....	19,739 83	429 55	19,310 28
85. Damages for injuries of persons,.....	15,740 20	3,935 05	11,805 15
86. Damages to property, including damages by fire and cattle killed on road,.....	4,276 86	1,425 62	2,851 24
87. General superintendence,.....	54,175 91	18,058 64	36,117 27
88. Contingencies,.....	122,255 00	67,865 00	54,390 00
89. Totals,	\$2,049,233 07	\$669,987 08	\$1,379,245 99

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY OF ALL TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER
30TH, 1861, AS SHOWN BY THE PRECEDING TABLES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,	\$1,632,673 10	\$544,224 35	\$1,088,448 75
Repairs of Machinery,	966,072 94	321,159 25	644,913 69
Operating the road,	2,049,233 07	669,987 08	1,379,245 99
Total,	\$4,647,979 11	\$1,535,370 68	\$3,112,608 43

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

91. 95. From Passengers,	\$2,315,932 89
92. 96. From Freight,	4,664,448 92
93. 97. From other sources,	328,660 25
Total,	<u>\$7,309,042 06</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz.:	
For Passenger Business,	\$1,535,370 68
For Freight Business,	3,112,608 43
	<u>\$4,647,979 11</u>
99. For Interest, including interest on Debt Certi- ficates held for the Sinking Fund,	\$1,001,977 16
For Sinking Funds,	114,965 15
For Rent of Niagara Bridge and Canandaigua Railroad,	60,000 00
	<u>1,176,942 31</u>
100. For Dividends, viz.:	
No. 15. Feb., 1861, 3 per cent,	\$720,000 00
No. 16. Aug., 1861, 3 per cent,	720,000 00
	<u>1,440,000 00</u>

Transportation Expenses for the year ending September 30th, 1861, 63.59 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1861, \$1,484,120.64, equal to 6.183 per cent on the amount of the Capital Stock of the Company.

Low rates, consequent upon reductions on competing lines, during part of August and the whole of September, had the effect to reduce the per centage of earnings for the year.

For further information, as to increase of Funded Debt, Construction account of 1861, and other matters, see additional statement at end of Report.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1861.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passengers,...	\$82,649 89	\$54,364 62	\$38,446 78	\$30,588 06	\$31,256 32	\$47,929 94	\$57,204 54
Way passengers,	188,500 76	141,511 97	118,306 21	95,664 54	89,436 04	112,848 43	140,672 39
Through freight,	322,877 86	320,689 20	187,242 43	213,625 52	180,120 14	274,332 50	282,123 03
Way freight,	181,672 36	179,495 98	140,924 10	123,765 31	96,324 13	164,194 90	189,226 92
Mail transportation, ...	7,980 41	7,980 42	7,980 42	7,980 41	7,980 42	7,980 42	7,980 41
Express,	5,415 00	5,215 00	5,215 00	5,415 00	4,815 00	5,215 00	5,215 00
Rents, storage, use of engines and cars, and other earnings,..... }	22,401 34	21,479 74	24,931 60	12,026 20	10,860 93	14,549 37	7,266 09
Total,	\$811,457 62	\$730,736 93	\$523,046 54	\$489,065 04	\$420,792 98	\$627,050 56	\$689,688 38

EARNINGS — (Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total.
Through passengers,	\$65,530 06	\$58,120 69	\$56,757 19	\$57,895 25	\$67,629 05	\$648,372 39
Way passengers,	132,163 80	124,183 02	140,270 15	151,135 03	170,088 16	1,604,780 50
Through freight,	350,877 60	278,831 82	197,811 33	241,817 49	310,482 99	3,160,791 91
Way freight,	108,229 58	70,547 50	59,178 10	82,869 97	107,228 16	1,503,657 01
Mail transportation,	7,980 42	7,980 42	7,980 41	7,980 42	7,980 42	95,765 00
Express,	5,415 00	5,015 00	5,415 00	5,415 00	5,015 00	62,780 00
Rents, storage, use of engines and cars, and other earnings,..... }	6,876 79	14,064 45	55,725 40	14,962 51	27,750 83	232,895 25
Total,	\$677,073 25	\$558,742 90	\$523,137 58	\$562,075 67	\$696,174 61	\$7,309,042 06

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT AND ALL OTHER SOURCES, FOR THE YEARS ENDING SEPTEMBER
30TH, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860 AND 1861.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE.	DECREASE.
September 30, 1853,....	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17		
September 30, 1854,....	3,151,513 89	2,479,820 66	286,999 95	5,918,334 50	\$1,130,814 33	.....
“ “ 1855,....	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	645,246 64	.....
“ “ 1856,....	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	1,143,767 04	.....
“ “ 1857,....	3,147,636 86	4,559,275 88	320,338 67	8,027,251 41	319,903 23	.....
“ “ 1858,....	2,532,646 55	3,700,270 44	295,495 71	6,528,412 70	.....	\$1,498,838 71
“ “ 1859,....	2,566,369 71	3,337,148 36	297,330 75	6,200,848 82	.....	327,563 88
“ “ 1860,....	2,569,265 13	4,095,933 53	292,042 35	6,957,241 01	756,392 19	.....
“ “ 1861,....	2,315,932 89	4,664,448 92	328,660 25	7,309,042 06	351,801 05	.....
Eight years,	\$22,732,972 54	\$30,354,542 05	\$2,124,545 23	\$55,212,059 82	\$2,521,521 89	.....

VALUE OF FUEL AND SUPPLIES ON HAND, SEPTEMBER 30, 1861.

Wood,	Cords,	140,306	\$537,371 98
Coal,	Tons,	5,302	27,835 50
Oil,	Gallons,	3,996	3,640 13
Iron rails,	Tons,	4,308	200,322 00
Chairs,	Pounds,	152,539	5,958 47
Spike,	"	68,140	2,302 58
Ties,		71,249	21,394 41
Iron, unwrought,	Tons,	464	28,753 81
Iron, worked and partly worked,	"	443	92,705 31
Copper and brass, wrought and unwrought, ..	Pounds,	101,488	28,743 08
Lumber,	Feet,	1,753,684	30,751 85
Lumber, framed or worked,			3,865 00
Other materials for repairing road and bridges,			34,284 46
Engine driving wheels,		94	10,188 72
Truck and car wheels on axles,	Pairs,	1,177	40,973 77
Truck and car wheels,		3,698	45,667 71
Steel and steel springs,	Pounds,	280,103	24,684 60
Engine and car castings,	"	665,112	22,899 27
Road castings,	"	213,076	7,905 11
Lumber and nails for fences,			2,033 14
Paints and oils,			4,253 82
Rubber goods,			4,451 71
Car trimmings,			21,841 03
Glass,			2,174 75
Scrap iron,	Tons,	643	16,003 63
Other articles,			19,015 58
Total,			<u>\$1,240,021 42</u>

Furniture in the offices along the line, including iron safes, also workmen's tools, and such articles as are in constant use on the Road, which, when procured, were charged to expenses, are not included in the above table of values.

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured, survived or died.

CAUSE OF THE INJURY.	PASSENGERS		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Trains thrown from the track,.....	...	7	...	1	...	...	...	8
At work or standing by or upon } trains, ..... }	...	...	3	...	...	1	3	1
Explosion of a locomotive,.....	...	...	2	...	...	...	2	...
Jumping on or off the trains or en- } gines while in motion, }	1	1	2	2	2	4	5	7
Fell from the cars,.....	1	1	8	3	2	...	11	4
Run over while walking, stand- } ing or lying upon the track,.... }	...	...	4	...	22	6	26	6
Total,.....	2	9	19	6	26	11	47	26

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1860.

OCTOBER 2. *William Bradley* attempted to get upon the platform of a passenger car at Amsterdam, while the train was in motion ; he fell under the train, was run over and killed.

OCTOBER 6. *Joseph Templeton*, a drover, while standing between two cars of a stock train at Palmyra station, had his foot caught between the buffers and injured.

OCTOBER 8. *William Butler* was struck by the engine of a passenger train, while walking upon the track near Fairport, and seriously injured.

OCTOBER 17. *Mrs. Alice Jacobs*, while walking upon the track near Tonawanda, was struck by the engine of a passenger train, running to Niagara Falls from Buffalo, and killed.

OCTOBER 24. *Eckford Barker*, a brakeman, fell upon the track in attempting to get upon his train at Rochester, while it was in motion. His right arm was so seriously injured as to render amputation necessary.

OCTOBER 31. *Thomas Bates*, while lying between the tracks near Oriskany, was struck by the engine of the night express train, moving west, and so seriously injured as to cause his death.

NOVEMBER 15. *James Noble*, a brakeman, fell from a freight train, moving east, at night, near Fonda, and was killed.

NOVEMBER 16. *William Liddle*, a brakeman, fell from his train while it was passing through Schenectady, was run over and killed.

NOVEMBER 17. *Christopher Ruby*, an employee, engaged in making up trains, fell between two cars at Lumber street crossing, in Albany, and was so seriously injured as to cause his death.

NOVEMBER 24. *Mrs. Julia Ann Drier* was struck by the engine of a passenger train moving west, near Mabee's station, and killed.

DECEMBER 5. *Michael Flinn*, a passenger, in attempting, while intoxicated, to pass from one car to another of a moving train, between Clyde and Lyons, fell upon the track, and was so seriously injured as to cause his death.

DECEMBER 12. *A colored man*, a stranger, was found dead upon the track near Kirkville. It is supposed that he had been struck during the previous night by the engine of a freight train, moving west.

1861.

FEBRUARY 7. *Casper Hysenger* and *Daniel Donaven*, employees, while pushing a hand car on the track east of Little Falls, during a violent snow storm, were struck by an engine, moving west, and killed.

FEBRUARY 18. *John Cook*, a lad aged about fourteen years, in attempting to get upon a locomotive as it crossed Mill street, in Rochester, fell upon the track. The wheels of the tender passed over one of his feet, rendering amputation thereof necessary.

FEBRUARY 19. *William Jones*, an elderly man, stepped in front of the New York express train, moving west, as it approached Belisle crossing, was struck by the engine, and killed.

FEBRUARY 20. *Michael Licough*, while running upon the track, near Pekin, was struck by the engine of a passenger train, moving west, and killed.

MARCH 2. *John Ford*, fireman, was killed at Summit Bridge, in attempting to jump upon his engine while it was in motion.

MARCH 22. Whilst a passenger train was standing at Seneca Falls, *John Burns* got up between the baggage car and express car of the train, in order, it is supposed, to get a free ride. As the train was being stopped at Cayuga, he fell upon the track, was run over and killed. He was intoxicated.

- MARCH 27. *Charles A. Dix*, an aged man, in attempting to cross the railroad track at Oneida, in front of an approaching express train, was struck by the engine and killed. He disregarded the warnings of the watchman, who endeavored to prevent his crossing.
- MARCH 28. *A woman*, a stranger, while sitting upon the track near Tonawanda, was struck by the engine of a passenger train, moving towards Buffalo from Suspension Bridge. One of her legs was broken, and she was otherwise slightly bruised.
- APRIL 3. *Jacob Heiner* was struck by the engine of a local freight train near St. Paul street bridge, in Rochester, and killed.
- APRIL 5. *Derby Hogan*, a switchman, while walking upon the track near Palmyra, was run over by a work train, and killed.
- APRIL 23. *Giles Brower*, locomotive engineer, while connecting freight cars at Schenectady, received injuries which caused his death.
- MAY 8. As a passenger train was moving east from Fonda, *Charles Simmons*, a volunteer, who had taken the train at that station, stepped out upon the platform of the car, lost his balance and fell, injuring an arm and foot.
- MAY 13. *Mr. Burnett*, while walking upon the track near Victor, was caught by the pilot of the engine of a passenger train, moving east, breaking one of his legs, and otherwise injuring him.
- MAY 23. *Elsworth Bidlack*, a lad about ten years old, in attempting to cross the track in front of an approaching express train, at a road-crossing near Port Byron, was struck by the engine and killed.
- MAY 26. *Simon Hurd*, a brakeman, fell from a freight train moving west, at Batavia, and was killed.
- MAY 31. *A stranger*, while walking upon the track near Schenectady, was struck by the engine of a passenger train, moving west, and killed.
- JUNE 4. *Margaret Krisler*, while walking upon the track at Maple street crossing in Rochester, was struck by the engine of a freight train, moving west, and slightly injured.
- JUNE 5. As a passenger train, moving east, approached Gasport, *Jacob Taylor*, was discovered sitting upon the track; the train was stopped and he was requested to leave, which he did temporarily; but, as the train was passing him, he threw himself under it and was killed.
- JUNE 5. *Charles Long*, while walking upon the track near Savannah station, was struck by the engine of an express passenger train, moving east, and killed.
- JUNE 11. As the stock train was about leaving Clyde, a man was discovered standing upon the buffers between two cars; before the train could be stopped he fell, was run over and killed. He was very much intoxicated.

- JUNE 11. As a platform car loaded with timber was passing through the railroad bridge over the canal at West Troy, one of the men upon the car, in climbing to the top of the load, loosened two of the timbers, causing them to swing around and fall off, carrying with them several laborers who were upon the car, *James Donovan*, *Michael Kanally*, *Michael Farrell* and *James McGrath* were killed; and *Jame Hogan*, *Patrick Keefe* and *Nicholas Narmile* slightly injured.
- JUNE 18. The engine of the New York passenger express train, moving west, struck *Mary Riuz*, a little girl who was playing upon the track at Manlius, breaking one of her legs.
- JUNE 22. A little child of Patrick O'Brien, two and a half years old, walked upon the track at a road-crossing near Newark station, just in front of an express passenger train, moving west, was struck by the engine and killed.
- JUNE 25. *Elizur Kirtland*, an employee, while coupling an engine to a car at West Albany, fell upon the track, the tender passed over him, injuring him so seriously as to cause his death.
- JUNE 29. *Barney Rodgers*, an employee, in jumping from a car while in motion, carrying laborers to West Albany, was so seriously injured that he died.
- JULY 2. A passenger named *D. Murray*, when partially dressed, jumped from the platform of a sleeping car of the mail train, moving west, near Port Byron, and was slightly injured. It is supposed he was deranged.
- JULY 3. *Philip Simon* and *Stephen Hays*, in attempting to cross the track in an open lumber wagon at a road-crossing near Syracuse, in front of an approaching engine, were struck by it and killed.
- JULY 4. A stock train, moving east, was thrown from the track about four miles east of Rochester, *Ovid McConnell*, a drover, in jumping from the last car, fell and killed himself. *Charles O. Hall*, a drover, who remained in the car, was slightly bruised.
- JULY 6. The engine of a stock train, moving east from Suspension Bridge, struck *Henry Hetzel*, a little boy five years old, cutting off one of his feet and three fingers. He and another boy were running across the track.
- JULY 11. An unknown man, while walking on the track near Schenectady, was struck by a moving engine and killed.
- JULY 12. *Oscar Change*, was killed upon the track near Verona, by the night express passenger train, moving east. He left Verona late in the evening intoxicated, with a bottle of liquor which was found with him.
- JULY 15. *Mrs. Margaret Stedman*, was found dead upon the track east of and near Herkimer Village in the evening, with a broken bottle near her. When last seen alive she was intoxicated.

- JULY 22. By the breaking of the driving shaft of the engine with the mail train, moving east, the train was thrown off the track near Pekin; *Mr. Townsend, Doctor Cleveland* and *Mr. and Mrs. Rogers and daughter*, passengers, *G. W. Smith*, mail agent, and *John G. Bryan*, baggageman, were slightly injured.
- JULY 23. *John White*, a colored boy, was struck by the engine of a passenger train from Troy, at the plankroad crossing near Schenectady, and killed. The boy attempted to cross the track directly in front of the train.
- JULY 24. *Charles Wilson*, an employee, fell from one of the cars of a gravel train near Schenectady, was run over and killed.
- JULY 30. *Andrew Kendrick*, a track man, while walking upon the track near West Bergen, was struck by the engine of a passenger train, and killed.
- AUGUST 2. *Edward Schuyler*, jumped or fell from the platform of a passenger car of a train, moving west, in the evening, at Little Falls. The car ran over him, causing his death.
- AUGUST 2. *John Hazard*, a colored boy, while lying asleep upon the track, about half way between Geneva and Waterloo, was struck by the engine of a passenger train, moving east, and killed.
- AUGUST 16. *James Warner*, a lad aged about fourteen years, in attempting to get off the mail train at Canaseraga before it stopped, fell under the car; he lost his left arm in consequence of the injuries received.
- AUGUST 29. *Michael Kinsella*, a switchman, in attempting to get upon a box car at Canandaigua, while it was in motion, fell under the car, which passed over his right leg, rendering amputation necessary.
- SEPTEMBER 5. *Michael Miller* and *Thomas Garvin*, employees, were killed by the explosion of engine No. 82, at Canastota.
- SEPTEMBER 7. *Joseph Hoover*, in attempting to get upon the last car of a passenger train which was passing him, near Charlotte, was thrown under the wheels and killed. He left Charlotte in advance of the train, considerably intoxicated.
- SEPTEMBER 10. *Andrew Rhinehart* was found dead upon the track of the first railroad bridge east of Clyde, in the evening. It is supposed that the working train had run over him during the afternoon; when last seen alive, he was intoxicated.
- SEPTEMBER 13. As a train of cars was crossing Michigan street, in Buffalo, a stranger attempted to step upon the platform of one of the cars, but missed it and fell, slightly injuring one of his legs.
- SEPTEMBER 25. *James Taylor* was sitting on the end of a tie in the track, near Shortsville, and so near the rail that he was struck by the pilot of the engine of a passing train, and killed. Every effort was made to warn him of his danger and to stop the train.

NAMES AND RESIDENCES OF THE DIRECTORS AND OFFICERS OF THE COMPANY.

30TH SEPTEMBER, 1861.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	LIVINGSTON SPRAKER,	PAL. BRIDGE
DEAN RICHMOND,	BUFFALO.	JACOB GOULD,	ROCHESTER.
JOHN H. CHEDELL,	AUBURN.	CORNELIUS L. TRACY,	TROY.
ALONZO C. PAIGE,	SCHENECTADY.	CHARLES H. RUSSELL,	NEW YORK.
JOHN V. L. PRUYN,	ALBANY.	RICH ^d M. BLATCHFORD,	NEW YORK.
NATHANIEL THAYER,	BOSTON.	HAMILTON WHITE,	SYRACUSE.
HENRY H. MARTIN,		ALBANY.	

OFFICERS.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President,</i>	BUFFALO.
JOHN V. L. PRUYN,	{ <i>General Counsel and President pro tem.,</i> <i>also Acting as Treasurer pro tem.</i> <i>since the death of the late incumbent,</i> }	ALBANY.

Officers in Charge of the Line.

CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	ALBANY.
GEORGE E. GRAY,	<i>Chief Engineer,</i>	ALBANY.
SOLOMON DRULLARD,	<i>General Freight Agent,</i>	ALBANY.

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i>	ALBANY.
EZRA FOSTER, JR.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady</i> “	TROY.
ZENAS C. PRIEST,	<i>Schenectady and Syracuse</i> “	UTICA.
HARLOW W. CHITTENDEN,	<i>Syracuse and Rochester</i> “	SYRACUSE.
JOB COLLAMER,*	<i>Rochester, Buffalo & Niag. Falls Division,</i>	BUFFALO.

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

* Died November 7th, 1861.

OFFICE OF THE NEW YORK CENTRAL RAILROAD COMPANY,

ALBANY, DECEMBER 10TH, 1861.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed)

ERASTUS CORNING,

President.

(Signed)

C. VIBBARD,

General Superintendent.

THE NEW YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1861.

To Expenses of Maintaining and Operating Road,.....	\$4,647,979 11	By Balance, September 30, 1860,	\$1,697,012 21
" Coupons and Interest,.....	1,001,977 16		
" Dividend No. 15, Feb., 1861, 3 per cent,.... \$720,000 00		" Passenger Receipts,.....	\$2,315,932 89
" Dividend No. 16, Aug., 1861, 3 per cent,.... 720,000 00		" Freight "	4,664,448 92
	1,440,000 00	" Mail "	95,765 00
" Future Income: Amount of one year's contribution to		" Miscellaneous "	232,895 25
Sinking Funds, transferred to Current Income Account:			7,309,042 06
Debt Certificates, \$111,764 57			
Bonds to Buffalo and Niagara Falls R. R. Co., 3,200 58			
	114,965 15		
" Rent of the Niagara Bridge and Canandaigua Railroad,..	60,000 00		
" Sundry bad, doubtful and disputed balances and items,			
acruing from the business of several years past, now			
charged off under authority of the Board of Directors,	164,754 40		
" Balance, September 30th, 1861,.....	1,576,378 45		
	\$9,006,054 27		
		By Balance, September 30th, 1861,	\$1,576,378 45

THE NEW YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1861.

Railroad and Equipment,.....		\$31,524,226 15	Capital Stock,		\$24,000,000 00
Cash in Banks,	\$50,531 25		Funded Debt Albany and Schenectady R. R. Co., \$125,000 00		
Passenger and Freight Agents; Balances, since remitted,...	521,503 23	572,034 48	“ “ Schenectady and Troy R. R. Co., 100,000 00		
			“ “ Buffalo and Rochester R. R. Co., 38,553 85	\$263,553 85	
Buffalo and State Line Railroad Company stock,.....	\$557,800 00		“ “ Buffalo & Niagara Falls R. R. Co.,.....	24,000 00	
Troy Union Railroad Company stock,.....	41,500 00				
Hudson River Bridge Company stock,	30,240 00	921,131 50	Debt Certificates,	\$7,552,000 00	
Lake Propeller stock,.....	291,591 50		Bonds for Convertible loan,.....	3,000,000 00	
Future Income; Proportion of Debt Certificates, &c., charge- able to the Income of the Company, pursuant to the Consolidation Agreement, from September 30, 1861, to May 1, 1883,		7,634,500 00	“ Railroad stocks,	680,000 00	
			“ Real Estate,.....	166,000 00	
Fuel and supplies; surplus beyond \$1,000,000,.....		240,021 42	“ Funding Debts of old Companies,.	1,553,000 00	
			Bonds to Buffalo and Niagara Falls R. R. Co.,	82,500 00	
Bills Receivable,.....	\$59,282 54		Bonds, Convertible, due 1876,	990,000 00	
General Post-Office Department,.....	26,186 66		Bonds and Mortgages,.....	301,951 65	14,325,451 65
Real Estate (Buffalo and Niagara Falls R. R. Co.),	32,500 00				14,613,005 50
“ (Oliver Lee & Co.'s Bank),	35,406 38	153,375 58	Bills Payable,.....		209,356 10
			Unclaimed Dividends,	\$8,930 04	
			Expenses of operating the Road; paid in October,.....	306,889 87	
			Coupons and Interest; accrued to September 30th,.....	230,729 17	646,549 08
			Income account; Balance September 30, 1861,.....		1,576,378 45
					\$41,045,289 13
		\$41,045,289 13			

THE NEW YORK CENTRAL RAILROAD COMPANY.

EARNINGS, MONTHLY, COMMENCING WITH MAY, 1853, THE DATE OF THE CONSOLIDATION.

YEARS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1853,.....	.....	.....	.....	.....	\$419,287 20	\$375,040 99	\$330,794 80	\$401,546 00	\$581,914 96	\$560,904 51	\$461,729 16	\$446,964 15
1854,.....	\$335,362 14	\$315,113 40	\$429,277 77	\$501,905 83	510,820 88	476,578 60	425,766 15	520,075 42	646,836 54	649,420 12	567,227 01	432,851 72
1855,.....	425,037 65	316,274 82	538,257 15	654,268 77	633,381 69	521,436 48	471,217 97	548,008 09	719,070 41	736,421 82	674,941 04	668,902 13
1856,.....	447,104 30	381,802 14	521,199 87	717,917 21	710,554 80	651,870 70	624,605 09	697,857 54	873,817 59	950,379 99	750,928 19	687,576 71
1857,.....	460,552 14	458,139 83	687,979 99	713,988 04	655,256 61	571,536 42	565,340 67	663,085 87	862,516 95	647,286 23	615,367 01	646,192 49
1858,.....	430,375 86	390,430 67	537,857 87	668,424 73	510,197 42	432,195 40	458,663 80	538,048 16	653,373 06	653,660 81	600,919 81	510,424 64
1859,.....	380,348 68	370,544 36	509,210 54	478,562 63	409,627 84	447,813 16	504,217 40	591,919 97	743,598 98	709,671 26	637,792 13	520,396 27
1860,.....	387,128 14	402,530 38	561,078 49	585,140 94	551,699 52	495,942 82	544,494 07	692,382 21	868,984 78	811,457 62	730,736 93	523,046 54
1861,.....	489,065 04	420,792 98	627,050 56	689,688 38	677,073 25	558,742 90	523,137 58	562,075 67	696,174 61	.....	.....	.....

EARNINGS IN OCTOBER AND NOVEMBER, 1860 AND 1861, PARTLY ESTIMATED FOR 1861.

MONTHS.	1860.	1861.	INCREASE.
October,.....	\$811,457 62	\$926,980 41	\$115,522 79
November,.....	730,736 93	951,120 86*	220,383 93
Total,.....	\$1,542,194 55	\$1,878,101 27	\$335,906 72

* The largest Earnings of the Company in any one month.

ADDITIONAL STATEMENT BEFORE REFERRED TO.

FUNDED DEBT.

Until the present year, no new issue of Funded Debt has been made by the Company since the \$3,000,000.00 loan in 1854, except \$318,000.00 of the Convertible Bonds due in 1876, as mentioned in the report of 1860. All the improvements on the line of road, purchases of Real Estate, as far as paid for, and additions to Machinery and rolling stock, and other property of the Company, made in the meantime, were provided for out of Income, until the amounts thus added to the Construction and Investment accounts had become too large to be carried by the Income account, and that account was therefore refunded, in part, by an addition of \$490,000.00 to the issue of Convertible Bonds due in 1876, as above stated.

The surplus of Income account used for the Construction and Investment accounts, remaining after this issue, was, on the 30th of September, 1861, as will appear by the following statement: \$1,466,852 15

Construction account, (See Balance Sheet,)	\$31,524,226 15
Investment “	921,131 50

\$32,445,357 65

Capital Stock,	\$24,000,000 00
----------------	-----------------

Funded Debt, less Debt Certificates and Bonds to Buffalo and Niagara Falls Railroad Co., for premiums allowed on Stock at consoli- dation,	6,978,505 50
---	--------------

30,978,505 50

\$1,466,852 15

The value of Fuel and Supplies, not included in the assets of the Company, as will appear from the Balance Sheet and Inventory, is,	1,000,000 00
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Surplus of Income account, 30th September, 1861, invested as above stated,	\$2,466,852 15
---	----------------

\$2,466,852 15

CONSTRUCTION.

During the year ending with the 30th of September, 1861, the following amounts were charged to Construction :

For additional Real Estate,	\$188,964 87
For Erections and improvements at West Albany, and on account of new Engine house at Rochester,.....	151,008 82
For half cost of rebuilding the Buffalo Elevator, the balance having been charged to Expenses, as stated in Report for 1860,	40,000 00
For cost of 5.36 miles of new and additional sidings laid down.	38,157 84
	<hr/> \$418,131 53 <hr/>

ITEMS CHARGED TO EXPENSES.

During the same period, in addition to extensive general repairs to the road-bed, machinery and rolling stock, the cost of the following items has been charged to Expenses :

The building of several new Passenger, Freight and Water Stations, the latter in some cases including the cost of Caloric Pumping Engines.

The addition of 115 new Freight Cars to the Equipment, including several Iron Cars.

The substitution of iron for wooden bridging, as mentioned in the Report for last year, has been continued.

There are now fifteen Iron Bridges upon the line, all brought into use within the last three years, of spans from 22 to 125 feet, the most considerable being that, of several spans, across the Mohawk river at Schenectady, the whole length reduced to single track being 3,973½ feet, and the aggregate cost, \$91,372.40, all of which has been charged to Expenses.

IMPROVEMENTS AT WEST ALBANY.

The very complete arrangements made at West Albany for the cattle trade, have proved to be highly important to the business and valuable to the interests of the Company. That place has already become one of the great cattle marts of the country. Here the purchasers from New York and New England meet the drovers from the West, and the weekly market is one of great and increasing importance.

The Machine and Repair Shops, also recently erected by the Company at West Albany, have just been brought into use. They are substantial, but plain and appropriate structures, well designed for the purposes for which they were built, and will be productive of increased economy and efficiency in the management of the Company's business.

With the exception of perhaps one building, very much needed for storing lumber and other supplies, and an additional smith shop, it is believed that no further additions of any considerable extent, to the arrangements thus made, will be necessary for some time to come.

These improvements had become very desirable, and the Directors believe that they will prove to be very valuable in the working of the Road, and meet the cordial approval of all who may feel inclined to inquire into their character.

EXAMINATION OF TREASURER'S ACCOUNTS.

The accounts and vouchers of the Treasurer's Office, and the cancelled bonds and bond issues to the close of the fiscal year, have been thoroughly examined by a committee of three of the Directors, who spent several weeks in the discharge of their duties, and who have reported them as entirely correct and satisfactory.

BY ORDER OF THE BOARD OF DIRECTORS.

ERASTUS CORNING,

President.

ALBANY, Dec. 10, 1861.



ANNUAL REPORT

OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year ending September 30th, 1862,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1862.

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ANNUAL REPORT

THE NEW YORK CENTRAL RAILROAD COMPANY

Year ending September 30th, 1902

STATE ENGINEER AND SURVEYOR

STATE OF NEW YORK

MADE THE ACT OBTAINING BY THE LAWS OF NEW YORK

NEW YORK: PUBLISHED BY THE STATE ENGINEER AND SURVEYOR

ANNUAL REPORT

OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year ending September 30th, 1862,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1862.

m.s.
32-23079

STATE OF NEW YORK, }
CITY AND COUNTY OF ALBANY, } ss.

ERASTUS CORNING, President of THE NEW YORK CENTRAL RAILROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself deposes and says, that the statements in the annexed Report, signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

ERASTUS CORNING.

(Signed)

C. VIBBARD.

Subscribed and sworn to before
me, this 10th day of Decem-
ber, 1862,

(Signed)

J. STERNBERGH,

Commissioner of Deeds.

REPORT

OF THE NEW YORK CENTRAL RAILROAD COMPANY TO THE STATE ENGINEER AND
SURVEYOR OF THE STATE OF NEW YORK, made pursuant to
CHAPTER 140 of the Laws of 1850.

Being for the Year Ending September 30th, 1862.

1. THE AMOUNT OF THE CAPITAL STOCK AS BY CHARTER :	
2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED :	
Capital stock, as by last report,.....	\$24,000,000 00
The amount now of capital stock,.....	24 000,000 00
	<hr/>
3. THE AMOUNT OF CAPITAL STOCK PAID IN AS BY LAST REPORT,	\$24,000,000 00
4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN,.....	24,000,000 00
	<hr/>
5. THE FUNDED DEBT AS BY LAST REPORT,	\$14,613,005 50
6. THE TOTAL AMOUNT NOW OF FUNDED DEBT,	14,279,593 37
	<hr/>

THE FOLLOWING IS A DETAILED STATEMENT OF THE FUNDED DEBT :

Debt Certificates, or Premium Bonds, issued to Stockholders in 1853, under the Consolidation Agreement, payable May 1st, 1883, with interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$8,892,600 00
Deduct the amount of these Certificates purchased for the Sink- ing Fund provided for their payment under the Consolidation Agreement, and cancelled,.....	1,542,600 00
	<hr/>
	\$7,350,000 00
Amount outstanding of the debts of the former Companies, assumed under the Consolidation Agreement, the particulars of which debts have been stated in previous Reports,.....	257,118 22
Bonds of the Buffalo and Niagara Falls Railroad Company, assumed under the lease of that Road, payable October 1st, 1864, interest at 7 per cent per annum, payable semi-annually, on 1st January and July,	24,000 00
	<hr/>
Carried forward,.....	\$7,631,118 22

Brought forward,.....		\$7,631,118 22
Bonds for funding the principal of the debts assumed for the former Companies, at consolidation, payable August 1st, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August,.....	\$1,680,000 00	
Less amount cancelled and held by Sinking Fund,*.....	182,000 00	
		<hr/> 1,498,000 00
Bonds to the Stockholders of the Buffalo and Niagara Falls Railroad Company, under the lease before referred to, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$110,800 00	
Less amount cancelled and held by Sinking Fund,*	31,300 00	
		<hr/> \$79,500 00
Bonds for Railroad stock (as stated in previous Reports), payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,.....	\$817,000 00	
Less amount cancelled and held by Sinking Fund,*.....	154,000 00	
		<hr/> 663,000 00
Bonds for Real Estate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,.....	\$235,000 00	
Less amount cancelled and held by Sinking Fund,*.....	70,000 00	
		<hr/> 165,000 00
		<hr/> 907,500 00
Carried forward,.....		\$10,036,618 22

* For particulars as to this Sinking Fund, see Annual Report for 1856.

Brought forward,.....	\$10,036,618 22
Bonds and Mortgages, for Real Estate purchased, with interest at 7 per cent per annum, excepting \$25,502.50, the interest upon which is at 6 per cent per annum,.....	252,975 15
Bonds of June, 1854, payable June, 1864, interest at 7 per cent per annum, payable semi-annually, on 15th June and December,	3,000,000 00
Bonds of August, 1859, payable August, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August, with convertible privilege, at par, for ten years,..	990,000 00
	<hr/>
Total amount of Funded Debt, September 30th, 1862,.....	\$14 279,593 37
	<hr/> <hr/>

7. THE FLOATING DEBT AS BY LAST REPORT:—NONE.

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING:—NONE. (See remarks below.)

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT:

The Company has no Floating Debt. Its Funded Debt has been stated above.

During the year the Company has occasionally given acceptances, as heretofore; the amount of which, outstanding at the close of the fiscal year, was \$33,890.23

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, $6\frac{3.5}{100}$ per cent.

All the interest due by the Company, except on Mortgages, is payable in the city of New York.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

ON THE 30TH SEPTEMBER, 1858, 1859, 1860, 1861 AND 1862.

	1858.	1859.	1860.	1861.	1862.
Debt Certificates, less amount of Sinking Fund,.....	\$8,100,000 00	\$7,925,000 00	\$7,745,000 00	\$7,552,000 00	\$7,350,000 00
Bonds for Convertible Loan,.....	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Debts of the former Companies outstanding,.....	657,682 43	637,737 25	550,371 60	263,553 85	257,118 22
Bonds for Funding the Debts of the former Companies,	1,256,000 00	1,225,000 00	1,308,000 00	1,553,000 00	1,498,000 00
Bonds for Railroad Stocks,.....	785,000 00	770,000 00	680,000 00	680,000 00	663,000 00
Bonds for Real Estate,	200,000 00	195,000 00	175,000 00	166,000 00	165,000 00
Bonds to Buffalo and Niagara Falls Railroad Company,	93,000 00	90,000 00	86,000 00	82,500 00	79,500 00
Bonds of Buffalo and Niagara Falls Railroad Company,	46,000 00	45,000 00	35,000 00	24,000 00	24,000 00
Bond to Telegraph Company,.....	10,000 00	10,000 00			
Bonds and Mortgages,.....	254,952 26	254,033 96	253,151 46	301,951 65	252,975 15
Convertible Bonds, payable in 1876,.....	.....	182,000 00	500,000 00	990,000 00	990,000 00
Debts of the former Companies, paid temporarily by this Company, and to be again funded,.....	2,133 29				
Total amount of Funded Debt,.....	\$14,404,767 98	\$14,333,771 21	\$14,332,523 06	\$14,613,005 50	\$14,279,593 37
Capital Stock,	24,182,400 00	24,000,000 00	24,000,000 00	24,000,000 00	24,000,000 00
Total amount of Funded Debt and Capital Stock,	\$38,587,167 98	\$38,333,771 21	\$38,332,523 06	\$38,613,005 50	\$38,279,593 37

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time.
11. 12. For Graduation and Masonry,.....	\$6,777,106 60	\$6,777,106 60
13. 14. For Bridges,	808,067 91	808,067 91
15. 16. For Superstructure, including iron,..	10,378,799 01	10,378,799 01
17. 18. For Passenger and Freight Stations, Buildings and Fixtures,.....	1,216,520 78	1,216,520 78
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures,...	996,122 12	1,200,153 43
21. 22. For Land, Land Damages and Fences,	4,278,081 98	4,337,222 32
23. 24. For Locomotives and Fixtures, and Snow Plows,	2,351,466 12	2,351,466 12
25. 26. For Passenger and Baggage Cars, ...	851,127 81	851,127 81
27. 28. For Freight and other Cars,	2,054,483 34	2,054,483 34
29. 30. For Engineering and Agencies,	603,528 92	603,528 92
Construction account of the Rochester and Lake Ontario Railroad Co.,...	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Co.,...	658,921 56	658,921 56
Construction account of the Lewiston Railroad Co.,	400,000 00	400,000 00
31. Totals, cost of road and equipment,.	\$31,524,226 15	\$31,787,397 80

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,	555.88
33. Length of road laid,	555.88
34. Length of double track, including sidings,.....	379.09
35. Length of branches owned by the Company, laid,	258.13
36. Length of double track on the same,.....	2.
37. Weight of rail per lineal yard, on main track,.....	62½ to 80 lbs.
38. The number of locomotive engine houses and shops,	40

	Miles.
The length of the main line of road between the termini, that is, from Albany to Buffalo,	297.75

The length of side, or parallel and branch lines, is as follows:

	Miles.
From Troy to Schenectady,	21.
“ Syracuse to Rochester, <i>via</i> Auburn,	104.
“ Batavia to Attica,	11.
“ Rochester to Suspension Bridge,	74.75
“ Lockport Junction to Tonawanda,	12.25
“ Rochester Junction to Charlotte,	6.88
“ Buffalo to Lewiston,	28.25
	<hr/> 258.13

The total length of the main, side and branch lines, owned by the Company, is,	555.88
--	--------

The whole length of the first track, laid on main lines and branches measuring the length of the road, exclusive of second tracks and sidings,	555.88
--	--------

The length of the second track, laid on main lines and branches (exclusive of sidings and turnouts less than one mile in length),	246.53
---	--------

The length of sidings, turnouts and switches laid on main lines and branches,	132.56
---	--------

The total length of equivalent single track, laid on main lines and branches, adding to the length of the first track the length of the second track, of the sidings and of the turnouts,	934.97
---	--------

The length of the Niagara Bridge and Canandaigua Railroad, leased by this Company, is, from Suspension Bridge to Canandaigua,	98.46
---	-------

Branch line to Elevator at Tonawanda,	1.63
---	------

Sidings, turnouts and switches,	3.42
---------------------------------------	------

Total length of equivalent single track,	103.51
--	--------

Weight of rail per lineal yard,	57 to 62½ lbs.
---------------------------------------	----------------

The number of locomotive engine houses and shops,	3
--	---

EQUIPMENT.

	Number.
Number of locomotive engines,.....	229
Number of first class passenger cars (rated as 8-wheel cars),.....	196
Number of second class and emigrant cars, " "	35
Number of baggage, mail and express cars, " "	63
Number of freight cars, as follows:	
Wooden Box, (rated as 8-wheel cars,)	2,404
Iron Box, " "	121
Platform, " "	717
	<hr/>
	3,242
Number of gravel cars and other service cars,.....	350
	<hr/> <hr/>

All the equipment is in good condition. The increase therein during the year has been 14 locomotive engines, and 483 freight cars, the cost of which has been charged to Repairs of Machinery in Expense Account.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

40. Miles run by the passenger trains,	1,753,215
41. Miles run by the freight trains,	3,233,565
Miles run by the wood, gravel and construction trains,.....	381,892
Aggregate miles run by the passenger cars in passenger trains,	5,389,141
The same by baggage, mail and express cars in passenger trains,	2,452,301
Aggregate miles run by all cars in passenger trains,	7,841,442
	<hr/> <hr/>

42. Average rate of fare charged, viz.:

	Cents.
Ordinary fare for first class through passengers, per mile,...	2
A small variation has, at times, been made on fare for a long line owned by several Companies, or at competing points.	
For first class way passengers, per mile,	2
For second class and emigrant through passengers, per mile,	1
For second class and emigrant way passengers, per mile,...	1
Average rate of fare charged for all classes of passengers,..	1.97
	<hr/> <hr/>

From 1st September, 1862, the United States Tax of three per cent has been collected in addition to fares.

43. Number of passengers (all classes) carried in cars,.....	2,276,977
44. Number of miles traveled by passengers (all classes),	119,028,024
45. Number of tons (2,000 lbs.) of freight carried in cars,.....	1,387,433
46. Total movement of freight or number of tons carried one mile,	296,963,492

Miles per hour.

47. Average rate of speed adopted by ordinary passenger trains, including stops,.....	21.
48. Rate of speed of same, when in motion,	28.
49. Average rate of speed adopted by express trains, including stops,	30.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains, including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, exclu- sive of passengers and baggage,	110
54. Average weight in tons of freight trains, exclusive of freight,	180

Tons.

55. The amount of freight in tons:	
Of the products of the forest,.....	39,479
Of animals,	359,020
Of vegetable food,	469,885
Other agricultural products,	45,245
Manufactures,	92,123
Merchandise,	243,105
Other articles,	138,576

PASSENGERS—Number of Through and Way, First Class, in each direction for each month.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travelled.
October, 1861,.....	5,157	109,011	114,168	5,737	98,703	104,440	10,894	207,714	218,608	11,263,925
November, "	4,944	94,457	99,401	3,765	87,177	90,942	8,709	181,634	190,343	9,604,423
December, "	2,879	84,099	86,978	2,905	72,568	75,473	5,784	156,667	162,451	7,765,684
January, 1862,.....	2,313	69,359	71,672	2,388	65,570	67,958	4,701	134,929	139,630	6,604,008
February, "	2,521	60,499	63,020	2,521	55,329	57,850	5,042	115,828	120,870	5,971,170
March, "	2,565	76,742	79,307	4,052	72,133	76,185	6,617	148,875	155,492	7,715,763
April, "	5,477	86,290	91,767	4,506	80,236	84,742	9,983	166,526	176,509	9,405,263
May, "	4,744	82,242	86,986	4,225	74,332	78,557	8,969	156,574	165,543	8,717,923
June, "	4,810	83,177	87,987	4,533	76,476	81,009	9,343	159,653	168,996	8,948,666
July, "	6,106	114,843	120,949	4,984	106,117	111,101	11,090	220,960	232,050	11,832,566
August, "	6,787	133,898	140,685	5,781	120,892	126,673	12,568	254,790	267,358	13,578,186
September, "	6,554	127,921	134,475	6,833	119,678	126,511	13,387	247,599	260,986	13,547,196
	54,857	1,122,538	1,177,395	52,230	1,029,211	1,081,441	107,087	2,151,749	2,258,836	114,954,773
Emigrant, for the year,..	.....	.....	.....	12,901	5 240	18,141	12,901	5,240	18,141	4,073,251
Total,	54,857	1,122,538	1,177,395	65,131	1,034,451	1,099,582	119,988	2,156,989	2,276,977	119,028,024

TONNAGE—PRODUCTS OF THE FOREST.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1861,.....	8	431	439	143	2,366	2,509	151	2,797	2,948
November, “.....	4	412	416	169	2,211	2,380	173	2,623	2,796
December, “.....	-----	430	430	116	2,518	2,634	116	2,948	3,064
January, 1862,.....	3	519	522	210	2,421	2,631	213	2,940	3,153
February, “.....	9	517	526	168	2,091	2,259	177	2,608	2,785
March, “.....	10	539	549	273	2,816	3,089	253	3,355	3,638
April, “.....	17	766	783	184	3,722	3,906	201	4,488	4,689
May, “.....	-----	725	725	181	2,850	3,031	181	3,575	3,756
June, “.....	1	503	504	222	2,801	3,023	223	3,304	3,527
July, “.....	-----	676	676	126	2,519	2,645	126	3,195	3,321
August, “.....	10	892	902	170	2,221	2,391	180	3,113	3,293
September, “.....	-----	545	545	179	1,785	1,964	179	2,330	2,509
Total,	62	6,955	7,017	2,141	30,321	32,462	2,203	37,276	39,479

TONNAGE—PRODUCTS OF ANIMALS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1861.....	26	569	595	18,266	11,790	30,056	18,292	12,359	30,651
November, “.....	19	1,149	1,168	21,235	11,513	32,748	21,254	12,662	33,916
December, “.....	19	1,062	1,072	24,610	10,803	35,413	24,620	11,865	36,485
January, 1862.....	15	806	821	35,946	8,430	44,376	35,961	9,236	45,197
February, “.....	18	657	675	22,837	6,484	29,321	22,855	7,141	29,996
March, “.....	64	825	889	24,483	5,152	29,635	24,547	5,977	30,524
April, “.....	25	468	493	20,933	6,127	27,060	20,958	6,595	27,553
May, “.....	30	567	597	22,969	6,298	29,267	22,999	6,865	29,864
June, “.....	25	340	365	14,260	4,632	18,892	14,285	4,972	19,257
July, “.....	4	612	616	17,409	7,353	24,762	17,413	7,965	25,378
August, “.....	54	293	347	15,360	7,172	22,532	15,414	7,465	22,879
September, “.....	95	1,237	1,332	16,686	9,302	25,988	16,781	10,539	27,320
Total,	385	8,585	8,970	254,994	95,056	350,050	255,379	103,641	359,020

TONNAGE — VEGETABLE FOOD.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1861,.....	-----	934	934	36,132	16,011	52,143	36,132	16,945	53,077
November, ".....	-----	591	591	34,942	17,024	51,966	34,942	17,615	52,557
December, ".....	-----	543	543	24,955	22,156	47,111	24,955	22,699	47,654
January, 1862,.....	-----	443	443	10,232	15,074	25,306	10,232	15,517	25,749
February, ".....	-----	351	351	11,114	14,803	25,917	11,114	15,154	26,268
March, ".....	-----	713	713	10,982	12,828	23,810	10,982	13,541	24,523
April, ".....	-----	836	836	17,532	19,669	37,201	17,532	20,505	38,037
May, ".....	-----	1,214	1,214	33,902	15,821	49,723	33,902	17,035	50,937
June, ".....	1	788	789	26,573	8,980	35,553	26,574	9,768	36,342
July, ".....	-----	939	939	25,406	10,341	35,747	25,406	11,280	36,686
August, ".....	13	358	371	24,421	9,423	33,844	24,434	9,781	34,215
September, ".....	-----	824	824	30,040	12,976	43,016	30,040	13,800	43,840
Total,	14	8,534	8,548	287,231	175,106	461,337	286,245	183,640	469,885

TONNAGE — OTHER AGRICULTURAL PRODUCTS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1861,	39	1,114	1,153	1,471	3,881	5,352	1,510	4,995	6,505
November, "	74	632	706	828	3,916	4,744	902	4,548	5,450
December, "	78	457	535	285	953	1,238	363	1,410	1,773
January, 1862,	89	289	378	413	768	1,181	502	1,057	1,559
February, "	96	325	421	499	1,072	1,571	595	1,397	1,992
March, "	108	379	487	413	1,648	2,061	521	2,027	2,548
April, "	93	457	550	566	1,091	1,657	659	1,548	2,207
May, "	145	434	579	861	653	1,514	1,006	1,087	2,093
June, "	121	281	402	3,477	604	4,081	3,598	885	4,483
July, "	104	376	480	4,112	446	4,558	4,216	822	5,038
August, "	76	392	468	4,067	962	5,029	4,143	1,354	5,497
September, "	55	656	711	3,967	1,422	5,389	4,022	2,078	6,100
Total,	1,078	5,792	6,870	20,959	17,416	38,375	22,037	23,208	45,245

TONNAGE—MANUFACTURES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1861,.....	494	1,206	1,700	1,849	4,053	5,902	2,343	5,259	7,602
November, “	626	2,383	3,009	2,333	3,937	6,270	2,959	6,320	9,279
December, “	350	2,090	2,440	1,314	4,630	5,944	1,664	6,720	8,384
January, 1862,.....	301	2,029	2,330	928	3,857	4,785	1,229	5,886	7,115
February, “	255	2,352	2,607	1,663	3,658	5,321	1,918	6,010	7,928
March, “	462	2,806	3,268	2,920	4,383	7,303	3,382	7,189	10,571
April, “	332	3,914	4,246	738	4,518	5,256	1,070	8,432	9,502
May, “	230	2,000	2,230	1,346	4,342	5,688	1,576	6,342	7,918
June, “	200	1,551	1,751	1,089	3,083	4,172	1,289	4,634	5,923
July, “	134	1,381	1,515	779	3,828	4,607	913	5,209	6,122
August, “	161	1,475	1,636	1,252	3,174	4,426	1,413	4,649	6,062
September, “	406	1,574	1,980	1,286	2,451	3,737	1,692	4,025	5,717
Total,	3,951	24,761	28,712	17,497	45,914	63,411	21,448	70,675	92,123

TONNAGE — MERCHANDISE.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1861,.....	14,839	6,174	21,013	247	1,664	1,911	15,086	7,838	22,924
November, “.....	10,864	6,499	17,363	919	1,836	2,755	11,783	8,335	20,118
December, “.....	8,690	5,781	14,471	489	2,342	2,831	9,179	8,123	17,302
January, 1862,.....	6,239	3,878	10,117	2,469	2,722	5,191	8,708	6,600	15,308
February, “.....	6,869	3,711	10,580	450	2,373	2,823	7,319	6,084	13,403
March, “.....	11,391	5,422	16,813	211	2,291	2,502	11,602	7,713	19,315
April, “.....	16,715	9,261	25,976	228	1,685	1,913	16,943	10,946	27,889
May, “.....	15,059	6,937	21,996	198	1,788	1,986	15,257	8,725	23,982
June, “.....	11,944	5,149	17,093	69	1,642	1,711	12,013	6,791	18,804
July, “.....	15,234	5,252	20,486	83	1,678	1,761	15,317	6,930	22,247
August, “.....	13,210	4,169	17,379	108	1,802	1,910	13,318	5,971	19,289
September, “.....	15,780	5,154	20,934	65	1,525	1,590	15,845	6,679	22,524
Total,	146,834	67,387	214,221	5,536	23,348	28,884	152,370	90,735	243,105

TONNAGE — OTHER ARTICLES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1861,.....	581	2,448	3,029	1,741	5,323	7,064	2,322	7,771	10,093
November, ".....	928	2,548	3,476	1,149	5,825	6,974	2,077	8,373	10,450
December, ".....	735	3,021	3,756	2,278	6,452	8,730	3,013	9,473	12,486
January, 1862,.....	523	2,350	2,873	1,933	2,989	4,922	2,456	5,339	7,795
February, ".....	578	2,856	3,434	2,409	5,139	7,548	2,987	7,995	10,982
March, ".....	909	4,134	5,043	2,460	3,749	6,209	3,369	7,883	11,252
April, ".....	1,044	4,859	5,903	1,802	4,998	6,800	2,846	9,857	12,703
May, ".....	489	3,758	4,247	2,799	4,432	7,231	3,288	8,190	11,478
June, ".....	606	3,985	4,591	3,057	3,896	6,953	3,663	7,881	11,544
July, ".....	943	3,801	4,744	2,870	5,933	8,803	3,813	9,734	13,547
August, ".....	728	3,536	4,264	3,218	6,354	9,572	3,946	9,890	13,836
September, ".....	625	2,982	3,607	3,103	5,700	8,803	3,728	8,682	12,410
Total,.....	8,689	40,278	48,967	28,819	60,790	89,609	37,508	101,068	138,576

TOTAL TONNAGE—ALL CLASSES OF FREIGHT.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Mileage.
October, 1861,.....	15,987	12,876	28,863	59,849	45,088	104,937	75,836	57,964	133,800	28,808,445
November, ".....	12,515	14,214	26,729	61,575	46,262	107,837	74,090	60,476	134,566	28,554,716
December, ".....	9,863	13,384	23,247	54,047	49,854	103,901	63,910	63,238	127,148	25,810,054
January, 1862,.....	7,170	10,314	17,484	52,131	36,261	88,392	59,301	46,575	105,876	22,660,166
February, ".....	7,825	10,769	18,594	39,140	35,620	74,760	46,965	46,389	93,354	18,958,067
March, ".....	12,944	14,818	27,762	41,742	32,867	74,609	54,686	47,685	102,371	21,400,770
April, ".....	18,226	20,561	38,787	41,983	41,810	83,793	60,209	62,371	122,580	24,612,996
May, ".....	15,953	15,635	31,588	62,256	36,184	98,440	78,209	51,819	130,028	28,862,531
June, ".....	12,898	12,597	25,495	48,747	25,638	74,385	61,645	38,235	99,880	22,471,895
July, ".....	16,419	13,037	29,456	50,785	32,098	82,883	67,204	45,135	112,339	24,865,896
August, ".....	14,252	11,115	25,367	48,596	31,108	79,704	62,848	42,223	105,071	23,255,590
September, ".....	16,961	12,972	29,933	55,326	35,161	90,487	72,287	48,133	120,420	26,702,366
Total,	161,013	162,292	323,305	616,177	447,951	1,064,128	777,190	610,243	1,387,433	296,963,492

**COST OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING
SEPTEMBER 30TH, 1862.**

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, excepting cost of iron,.....	\$768,676 19	\$219,621 67	\$549,054 52
57. For depreciation of way.*			
58. Cost of iron (including the cost of chairs and spikes) used in repairs,.....	549,746 70	157,070 48	392,676 22
59. Repairs of buildings,.....	214,217 75	61,205 07	153,012 68
60. Repairs of fences and gates,.....	18,310 99	5,231 71	13,079 28
61. Taxes on real estate,.....	156,169 81	44,619 94	111,549 87
Repairs of Mohawk turnpike,	2,590 21	740 06	1,850 15
62. Totals,	\$1,709,711 65	\$488,488 93	\$1,221,222 72

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING SEPTEMBER 30TH, 1862.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders, (see page 11)	\$489,116 99	\$139,747 70	\$349,369 29
65. Depreciation of engines and tenders.*			
66. Repairs of passenger and baggage cars,....	173,566 23	173,566 23	
67. Depreciation of passenger and baggage cars.*			
68. Repairs of freight cars, (see page 11).....	861,291 00	.....	861,291 00
69. Depreciation of freight cars.*			
70. Repairs of tools and machinery in shops, ..	41,294 90	11,798 55	29,496 35
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	29,895 93	8,541 70	21,354 23
72. Totals,	\$1,595,165 05	\$333,654 18	\$1,261,510 87

COST OF OPERATING THE ROAD FOR THE YEAR ENDING SEPTEMBER 30TH, 1862.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,.....	\$24,291 11	\$11,856 80	\$12,434 31
74. Agents and clerks,.....	275,007 92	100,325 69	174,682 23
75. Labor, loading and unloading freight,....	306,026 29	.....	336,026 29
76. Porters, watchmen and switch tenders,....	185,061 86	52,874 82	132,187 04
77. Wood and water station attendance,	50,430 05	14,408 58	36,021 47
78. Conductors, baggagemen and brakemen,...	166,570 09	73,501 12	93,068 97
79. Enginemen and firemen,.....	219,000 17	70,098 41	148,901 76
80. Fuel, cost and labor of preparing for use, ..	722,734 72	206,495 62	516,239 10
81. 82. 83. Oil and waste,	114,387 56	32,682 16	81,705 40
84. Loss and damage of goods and baggage,...	28,940 01	2,739 16	26,200 85
85. Damages for injuries of persons,.....	21,379 50	16,034 68	5,344 82
86. Damages to property, including damages by fire and cattle killed on road,	8,632 21	2,466 34	6,165 87
87. General superintendence,.....	55,367 06	15,819 16	39,547 90
88. Contingencies,	125,045 08	64,170 98	60,874 10
89. Totals,	\$2,302,873 63	\$663,473 52	\$1,639,400 11

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY OF ALL TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1862, AS SHOWN BY THE PRECEDING TABLES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,	\$1,709,711 65	\$488,488 93	\$1,221,222 72
Repairs of Machinery,.....	1,595,165 05	333,654 18	1,261,510 87
Operating the Road,.....	2,302,873 63	663,473 52	1,639,400 11
Total,.....	\$5,607,750 33	\$1,485,616 63	\$4,122,133 70

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

91. 95. From Passengers,.....	\$2,389,724 12
92. 96. From Freight,.....	6,607,330 96
93. 97. From other sources,.....	359,772 69
Total,.....	<u>\$9,356,827 77</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz.:	
For Passenger Business,	\$1,485,616 63
For Freight Business,	4,122,133 70
	<u>\$5,607,750 33</u>
99. For Interest, including interest on Debt Certi-	
cates held for the Sinking Fund, ...	\$1,021,193 12
For Sinking Funds,.....	113,967 75
For Rent of Niagara Bridge and Canandaigua	
Railroad,.....	60,000 00
	<u>1,195,160 87</u>
100. For Dividends, viz.:	
No. 17. Feb., 1862, 3 per cent,	\$720,000 00
No. 18. Aug., 1862, 3 per cent,	720,000 00
	<u>1,440,000 00</u>

Transportation Expenses for the year ending September 30th, 1862, 59.93 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1862, \$2,553,916.57, equal to 10.64 per cent on the amount of the Capital Stock of the Company.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1862.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passengers,...	\$68,353 96	\$46,689 74	\$34,683 50	\$28,726 99	\$28,284 70	\$40,964 79	\$57,667 88
Way passengers,	165,323 80	147,349 36	119,154 88	100,432 22	85,735 03	122,339 83	131,059 91
Through freight,	421,163 18	536,784 80	484,090 38	438,998 86	350,080 10	382,599 24	388,390 72
Way freight,	233,398 37	195,461 53	219,861 51	154,385 12	153,246 08	137,165 66	172,641 38
Mail transportation, ...	7,980 41	7,980 42	7,980 42	7,980 41	7,980 42	7,980 42	7,982 50
Express,	5,415 00	5,215 00	5,215 00	5,415 00	4,815 00	5,215 00	5,215 00
Rents, storage, use of engines and cars, and other earnings,..... }	25,401 34	13,479 74	2,000 00	13,223 91	1,815 26	14,549 37	7,266 09
Total,	\$927,036 06	\$952,960 59	\$872,985 69	\$749,162 51	\$631,956 59	\$710,814 31	\$770,223 48

EARNINGS—(Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total.
Through passengers,	\$54,771 50	\$58,394 30	\$64,942 37	\$72,186 00	\$77,409 01	\$633 074 74
Way passengers,	125,954 07	129,963 01	167,401 92	198,395 63	205,974 72	1,699,084 38
Through freight,	426,072 15	321,253 93	364,702 24	345,476 80	414,030 00	4,873,642 40
Way freight,	109,042 50	71,744 19	83,307 77	72,134 78	126,099 67	1,728,488 56
Mail transportation,	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50	95,777 50
Express,	5,415 00	5,015 00	5,415 00	5,215 00	5,200 00	62,765 00
Rents, storage, use of engines and cars, and other earnings,..... }	6,876 79	16,064 45	55,819 20	51,450 66	56,048 38	263,995 19
Total,	\$736,114 51	\$610,417 38	\$749,571 00	\$752,841 37	\$892,744 28	\$9,356,827 77

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT AND ALL OTHER SOURCES, FOR THE YEARS ENDING SEPTEMBER
30TH, FROM 1853 TO 1862, BOTH INCLUSIVE.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE.	DECREASE.
September 30, 1853,....	\$2,829,668 74	\$1,835,572 25	\$122,279 18	\$4,787,520 17		
September 30, 1854,....	3,151,513 89	2,479,820 66	286,999 95	5,918,334 50	\$1,130,814 33	.....
“ “ 1855,....	3,242,229 19	3,189,602 90	131,749 05	6,563,581 14	645,246 64	.....
“ “ 1856,....	3,207,378 32	4,328,041 36	171,928 50	7,707,348 18	1,143,767 04	.....
“ “ 1857,....	3,147,636 86	4,559,275 88	320,338 67	8,027,251 41	319,903 23	.....
“ “ 1858,....	2,532,646 55	3,700,270 44	295,495 71	6,528,412 70	.....	\$1,498,838 71
“ “ 1859,....	2,566,369 71	3,337,148 36	297,330 75	6,200,848 82	.....	327,563 88
“ “ 1860,....	2,569,265 13	4,095,933 53	292,042 35	6,957,241 01	756,392 19	.....
“ “ 1861,....	2,315,932 89	4,664,448 92	328,660 25	7,309,042 06	351,801 05	.....
“ “ 1862,....	2,389,724 12	6,607,330 96	359,772 69	9,356,827 77	2,047,785 71	.....
Nine years,	\$25,122,696 66	\$36,961 873 01	\$2,484,317 92	\$64,568,887 59	\$4,569,307 60	.....

VALUE OF FUEL AND SUPPLIES ON HAND, SEPTEMBER 30, 1862.

Wood,	Cords,	211,499	\$676,796 80
Coal,	Tons,	1,032	5,057 80
Oil,	Gallons,	8,291	6,795 75
Iron rails,	Tons,	6,010	220,040 72
Chairs,	Pounds,	114,825	4,134 08
Spike,	"	54,933	2,385 91
Ties,		37,054	11,639 92
Iron, unwrought,	Tons,	423	42,072 65
Iron, worked and partly worked,	"	378	68,641 67
Copper and brass, wrought and unwrought, ..	Pounds,	123,121	30,203 10
Lumber,	Feet,	2,576,894	49,038 19
Lumber, framed or worked,			2,296 00
Other materials for repairing road and bridges,			5,987 19
Engine driving wheels,		75	6,669 72
Truck and car wheels on axles,	Pairs,	1,287	40,018 56
Truck and car wheels,		1,847	25,791 91
Steel and steel springs,	Pounds,	460,800	40,948 98
Engine and car castings,	"	757,603	24,070 04
Road castings,	"	278,760	9,809 28
Lumber and nails for fences,			2,139 70
Paints and oils,			4,633 78
Rubber goods,			2,431 44
Car trimmings,			24,005 26
Glass,			921 83
Scrap iron,	Tons,	467	13,912 61
Other articles,			20,966 85
Total,			<u>\$1,341,409 74</u>

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured, survived or died.

CAUSE OF THE INJURY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collision of trains,.....	.....	.....	1	1	.....	.....	1	1
At work or standing by or upon trains, ..... }	.....	.....	1	1	.....	.....	1	1
Jumping on or off the trains or en- gines while in motion,..... }	1	1	.....	2	1	3	2	6
Fell from the cars,.....	1	2	7	.....	.....	.....	8	2
Walking, standing, lying or sitting upon the track,..... }	.....	.....	7	1	22	9	29	10
Total,	2	3	16	5	23	12	41	20

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1861.

October 5. THOMAS ROURKE, while walking upon the track at the sand bank near Schenectady, slipped and fell in front of an engine moving east, which passed over his foot, rendering amputation of a part of it necessary.

October 5. FREDERICK NIPER, an employee, while connecting cars at Schenectady, caught his foot between two rails, and the wheels of an engine passed over and injured it.

October 7. OBADIAH OSBORN, freight brakeman, fell from his train near Little Falls, at night, and was killed.

October 9. LEWIS HAVELL, an employee, to avoid an approaching train moving west, near Frankfort, stepped from the north track on to the south track, in front of the engine of an express train moving east, was run over and killed.

October 14. JOHN BOWMAN, while walking upon the track near Rochester, to avoid an approaching train, moving west, stepped from the north track on to the south track, in front of an express train moving east, was run over and killed.

November 13. WILLIAM WAKEFIELD, while walking upon the track near Oneida, was struck by the engine of an express train, moving west, and killed.

November 18. JEREMIAH CALAHAN, in jumping from a moving train in the Auburn Depot, fell so that one of his legs got under the wheels and was broken.

November 22. GEORGE WILLIAMS, freight brakeman, was thrown from the top of a car between Cayuga and Shunpike, and killed.

November 25. EDWARD DADEY, employee at the freight yard in Albany, while walking upon the track, had his leg broken by an engine backing upon him.

November 26. FRED. PETERS, was thrown down by the sudden movement of a car against which he was leaning, on a branch at Rochester, and injured.

November 27. MICHAEL QUINNAN, a lad who was playing upon some platform cars on a branch at Rochester, jumped on to the track in front of a moving engine, and was injured so that he died.

December 5. AN UNKNOWN MAN, while lying upon the track near the Centre between Albany and Schenectady, was killed by the engine of a freight train.

December 19. CHARLES BISSEKUMMER, a lad about three years old, in attempting to cross the track in front of the engine of a mail train, at Orange street, in Albany, was run over and killed.

December 23. WILLIAM PELLINS, an employee, in getting off a car of a freight train, while in motion at the Syracuse Depot, fell, so that his left foot was caught under the wheels of the car, and seriously injured.

1862.

January 3. FELIX CAMPBELL, an aged man, while walking upon the track near Jordan, was struck by the engine of a moving train, and had a leg broken.

January 15. MICHAEL McNAMARA, an employee, was so injured by the collision of a freight and working train, upon a branch at Amsterdam, that he died.

January 15. THEODORE BRIDGEMAN, freight brakeman, fell from his train while it was entering Utica, was run over and killed.

January 22. HENRY HORSEMAN, freight brakeman, fell between the cars of his train, while in motion, near Schenck's creek, and was killed.

February 1. JOHN CULLEN, an employee, was so seriously injured by a collision of freight trains at the rock cut near Albany, as to render the amputation of one of his legs necessary.

February 15. MARGARET DUMARE, while lying upon the track near the Auburn Depot, was so injured by the engine of the mail train, that she died.

- February 17.* WALTER WHITE, an employee, while lying upon the track near Suspension Bridge, was run over by an engine and killed.
- March 27.* CHARLES SHOWERMAN, a lad, in attempting to cross the track at Batavia, in front of an engine, was struck by it and killed.
- April 15.* MRS. G. P. GRANT, who was partially insane, threw herself from the rear car of a moving train, between Batavia and Canandaigua, and was killed. Her husband was with her in the car.
- April 21.* CHARLES JACKSON, while a work train was passing through the Auburn Depot, in some way got under it, and had one of his legs cut off.
- May 5.* GEORGE A. MEGERLE, a lad aged about eight years, in attempting to cross the track in front of a moving train, at a road crossing between Buffalo and Rochester, was fatally injured by the engine.
- May 10.* MICHAEL TURBUT, while sitting upon the track about five miles west of Schenectady, was run over by the night express train, and killed.
- May 17.* RICHARD KIRNAN, a passenger, feeling ill, went out of the car upon the platform, while the train was moving, and fell off, breaking an arm.
- May 17.* MICHAEL MEENY, freight brakeman, fell between two cars of his train, at Syracuse, and was injured so seriously as to cause his death.
- May 19.* HENRY FAULKEN, a passenger, fell from the platform of an emigrant car, while the train was moving, near Ilion station, causing the loss of a foot.
- May 20.* TERRY JERRY, a night track watchman, was found lying dead on the side of the track, near Oriskany station.
- May 21.* NICHOLAS PUTNAM, was found dead by the side of the track, at Little Falls ; it is supposed that he was killed by a passing train.
- June 3.* SUSAN HART, a young girl and passenger, jumped from the steps of a car at Camillus, before the train stopped, breaking an arm.
- June 9.* SOLOMON SKINNER, was found dead by the track, near Clyde ; it is supposed that he was struck by the engine of the night express train.
- June 13.* GARRET BARHYDT, a lad, while sitting by the side of the track at Schenectady, was struck by the rear car of a train backing towards him, injuring a hand and foot, so as to render amputation necessary.
- June 16.* O. G. ADAMS, a brakeman, was killed near Weedsport, by his head coming in contact with a bridge, as he was leaning from the steps of a car.
- June 21.* JOSEPH CARLEY, while walking upon the track at Black Rock, was struck by the engine of a moving train, and injured so that he died.

- June 27.* AN UNKNOWN MAN, while walking upon the track near the aqueduct, was struck by the engine of an express train and killed.
- June 28.* JOHN WEAVER, an employee, stepped upon the track in front of a train at Buffalo, to get an oil can, was run over and killed.
- July 4.* WILLIAM GUCHERT, a brakeman, in getting off a moving train in Syracuse, fell with his left foot upon the track, a part of the train passed over it, rendering amputation necessary.
- July 5.* JAMES WHITE, while sitting upon the track near Seneca Falls, was struck by the engine of a mail train, moving east, and killed. A flask of whiskey was found upon him.
- July 23.* JAMES LONG, was walking upon the track near Fairport; as the mail train, moving east, approached, he stepped in front of it, was run over and killed.
- July 23.* THOMAS TINGLE, in attempting to get upon an engine while in motion in Albany, fell upon the track, and another engine, which was following, passed over one of his legs, rendering amputation necessary.
- July 24.* JAMES GILBERT, in attempting to pass between two cars of a freight train at Schenectady, had his foot caught between the buffers, and injured.
- July 31.* OWEN OWENS, while sitting on the side of the track near Rome, was struck by the steps of the baggage car of a moving train, and killed.
- August 1.* CHARLES A. GRAHAM, a lad, in attempting to pass under a car of a train backing upon a branch near Buffalo, was run over and killed.
- August 10.* PATRICK LEONARD, was found dead upon the track near Jordan; it is supposed that, while intoxicated, he fell from a night train was run over and killed.
- August 12.* CHARLES^{*} CHATSWORTH, a passenger, got upon the top of a car of a train, without the knowledge of the conductor. By coming in contact with a bridge near Cayuga, he was thrown off and injured so that he died.
- August 13.* EDWARD CARR, an employee, fell from a gravel train, and one of the cars ran over him, injuring him so seriously as to cause his death.
- August 15.* MARY WHALEN, while walking upon the track near Lockport, was struck by the engine of an express train, moving east, and killed.
- August 19.* IRA CARTER, while sitting upon the track, at the east end of the west Canada creek bridge, was struck by the engine of a mail train and killed.
- August 22.* JOHN SCOTT, while walking upon the track of the middle division, was run over by the engine of a freight train, and killed.

August 28. PATRICK MORAN, while upon the track, near Waterloo, was killed by a passing night train.

August 29. JOEL BOWEN, disregarding the signals of the flagman to stop, attempted to drive a pair of horses, with a carriage, across the track at Union street, Schenectady, in front of an approaching train. The carriage was struck by the engine and the driver slightly injured.

September 3. CHARLES MCALLISTER, a lad of about eleven years of age, jumped from the tender of an engine near the Broadway crossing, in Albany, fell upon the track, was run over and killed.

September 8. THOMAS RHODY, a boy, while playing with some companions, at Seneca Falls, was pushed by one of them so that one of his legs got under the rear car of a passing train; two wheels passed over it, and it was afterwards amputated.

September 8. MRS. CHARLES HILL, while walking upon the track near Jordan station, was struck by the engine of a passenger train, moving west, and seriously injured.

September 13. JEREMIAH SULLIVAN AND MICHAEL CAHILL, employees, were killed near Tribes Hill station, by the Cincinnati express train, moving east; they had stepped upon the track in front of it, to avoid a freight train, moving west.

September 16. FRANCIS MYERS, employee, while at work on the track near Wende station, was struck by the engine of a freight train and killed.

September 18. HENRY SECORD, an Indian, while lying intoxicated upon the track near Pekin station, was struck by the pilot of the engine of a passing train, and had his arm broken.

September 19. JAMES TIERNEY, brakeman, fell between two cars of his train, near Amsterdam, was run over and killed.

NAMES AND RESIDENCES

OF THE

DIRECTORS AND OFFICERS OF THE COMPANY.

30TH SEPTEMBER, 1862.

DIRECTORS.

ERASTUS CORNING,	ALBANY.	LIVINGSTON SPRAKER,	PAL. BRIDGE.
DEAN RICHMOND,	BUFFALO.	JACOB GOULD,	ROCHESTER.
JOHN H. CHEDELL,	AUBURN.	CORNELIUS L. TRACY,	TROY.
ALONZO C. PAIGE,	SCHENECTADY.	CHARLES H. RUSSELL,	NEW YORK.
JOHN V. L. PRUYN,	ALBANY.	RICH ^d M. BLATCHFORD,	NEW YORK.
NATHANIEL THAYER,	BOSTON.	HAMILTON WHITE,	SYRACUSE.
HENRY H. MARTIN,		ALBANY.	

OFFICERS.

ERASTUS CORNING,	<i>President,</i>	ALBANY.
DEAN RICHMOND,	<i>Vice-President,</i>	BUFFALO.
JOHN V. L. PRUYN,	<i>General Counsel and Treasurer,</i>	ALBANY.
EDWIN D. WORCESTER,	<i>Assistant Treasurer,</i>	ALBANY.
ROBERT L. BANKS,	<i>Secretary,</i>	ALBANY.

Officers in Charge of the Line.

CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	ALBANY.
GEORGE E. GRAY,	<i>Chief Engineer,</i>	ALBANY.
SOLOMON DRULLARD,	<i>General Freight Agent,</i>	ALBANY.

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i>	ALBANY.
EZRA FOSTER, JR.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady</i>	TROY.
ZENAS C. PRIEST,	<i>Schenectady and Syracuse</i>	UTICA.
WILLIAM G. LAPHAM,	<i>Syracuse and Rochester</i>	SYRACUSE.
HARLOW W. CHITTENDEN,	<i>Rochester, Buffalo & Niagara Falls Division,</i>	BUFFALO.

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW YORK CENTRAL RAILROAD COMPANY,

ALBANY, DECEMBER 10, 1862.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed) ERASTUS CORNING,
President.

(Signed) C. VIBBARD,
General Superintendent.

THE NEW YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1862.

To Expenses of Maintaining and Operating Road,.....	\$5,607,750 33	By Balance, September 30, 1861,.....	\$1,576,378 45
" Coupons and Interest,.....	1,021,193 12	" Passenger Receipts,.....	\$2,389,724 12
" Dividend No. 17, Feb., 1862, 3 per cent,....\$720,000 00		" Freight "	6,607,330 96
" Dividend No. 18, Aug., 1862, 3 per cent,.... 720,000 00		" Mail "	95,777 50
	1,440,000 00	" Miscellaneous "	263,995 19
" Future Income: Amount of one year's contribution to Sinking Funds, transferred to Current Income Account:			9,356,827 77
Debt Certificates, .....\$111,204 00			
Bonds to Buffalo and Niagara Falls R. R. Co., 2,763 75			
	113,967 75		
" Rent of the Niagara Bridge and Canandaigua Railroad,..	60,000 00		
" Balance, September 30th, 1862,.....	2,690,295 02		
	\$10,933,206 22		\$10,933,206 22
		By Balance, September 30th, 1862,	\$2,690,295 02

THE NEW YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1862.

Railroad and Equipment,.....		\$31,787,397 80	Capital Stock,		\$24,000,000 00
Cash in Banks,	\$621,499 11		Funded Debt Albany and Schenectady R. R. Co., \$125,000 00		
Passenger and Freight Agents; Balances, since remitted,..	694,967 51	1,316,466 62	“ “ Schenectady and Troy R. R. Co., 100,000 00		
			“ “ Buffalo and Rochester R. R. Co., 32,118 22	\$257,118 22	
Buffalo and State Line Railroad Company stock,.....	\$557,800 00		“ “ Buffalo & Niagara Falls R. R. Co.,.....	24,000 00	
Troy Union Railroad Company Stock,	48,550 00	782,580 46	Debt Certificates,	\$7,350,000 00	
Hudson River Bridge Company Stock,	30,240 00		Bonds for Convertible loan,	3,000,000 00	
Lake Propeller Stock,	145,990 46		“ Railroad stocks,.....	663,000 00	
			“ Real Estate,.....	165,000 00	
Future Income; Proportion of Debt Certificates, &c., charge-			“ Funding Debts of old Companies, ..	1,498,000 00	
able to the Income of the Company, pursuant to the			Bonds to Buffalo and Niagara Falls R. R. Co., ..	79,500 00	
Consolidation agreement, from September 30, 1862, to			Bonds, Convertible, due 1876,	990,000 00	
May 1, 1883,.....		7,429,500 00	Bonds and Mortgages,.....	252,975 15	
				\$13,998,475 15	14,279,593 37
Fuel and supplies; surplus beyond \$1,000,000,.....		341,409 74	Bills Payable,.....		33,890 23
			Unclaimed Dividends,.....	\$6,118 88	
Bills Receivable,	\$71,326 35		Expenses of operating the road; paid in October,.....	520,129 53	
General Post-Office Department,	23,947 50		Coupons and interest; accrued to September 30th,.....	336,808 26	863,056 67
United States: Troops account,.....	52,914 34				2,690,295 02
Real Estate (Buffalo and Niagara Falls R. R. Co.),.....	32,500 00	209,480 67	Income account; Balance September 30, 1862,.....		\$41,866,835 29
“ (Oliver Lee & Co's Bank),.....	28,792 48				
		\$41,866,835 29			

COMPARATIVE STATEMENT OF FREIGHT BUSINESS,

FROM 1854 TO 1862, BOTH INCLUSIVE.

YEARS.	TONNAGE.								DESTINATION.				MILEAGE	RECEIPTS.			CENTS PER TON PER MILE.
To 30th Sept'r.	Products of the Forest.	Products of Animals.	Vegetable Food.	Other Agricult'l Products.	Manu- factures	Merchan- dise.	Other Articles.	TOTAL.	Going West.	Going East.	Through	Way.		For Through Freight.	For Way Freight.	TOTAL.	
1854,...	45,530	115,417	156,204	10,935	52,244	94,643	74,832	549,805	.....	.....	.....	.....	.....	.....	\$2,479,820	.....
1855,...	37,971	131,224	244,605	9,792	60,140	105,312	81,029	670,073	.....	.....	.....	.....	90,605,836	\$1,289,706	\$1,720,293	3,009,999	3.02
1856,...	29,547	161,807	283,027	20,068	72,732	127,231	81,700	776,112	217,853	558,259	253,288	522,824	145,733,678	2,226,451	2,083,800	4,310,251	2.95
1857,...	31,468	180,852	275,941	18,989	75,731	177,708	78,102	838,791	257,484	581,307	292,877	545,914	145,873,776	2,518,785	2,040,489	4,559,274	3.12
1858,...	24,368	172,076	301,507	18,373	47,939	134,482	66,662	765,407	186,357	579,050	312,408	452,999	142,691,178	2,125,726	1,574,543	3,700,269	2.59
1859,...	35,154	204,167	249,751	30,096	57,036	178,782	79,333	834,319	263,392	570,927	348,079	486,240	157,136,000	1,995,572	1,341,576	3,337,148	2.13
1860,...	42,305	223,362	343,872	39,169	77,256	201,587	100,632	1,028,183	297,925	730,258	412,526	615,657	199,231,392	2,479,507	1,616,425	4,095,933	2.05
1861,...	39,310	251,964	441,562	47,341	80,597	192,583	113,945	1,167,302	286,274	881,028	551,897	615,405	237,392,944	3,160,791	1,503,657	4,664,448	1.06
1862,...	39,479	359,020	469,885	45,245	92,123	243,105	138,576	1,387,433	323,305	1,064,128	777,190	610,243	296,963,492	4,873,642	1,728,488	6,602,130	2.22

THE NEW YORK CENTRAL RAILROAD COMPANY.

EARNINGS, MONTHLY, COMMENCING WITH MAY, 1853, THE DATE OF THE CONSOLIDATION.

YEARS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1853, .....	.....	.....	.....	.....	\$419,287 20	\$375,040 99	\$330,794 80	\$491,546 00	\$581,914 96	\$560,904 51	\$461,729 16	\$446,964 15
1854,	\$335,362 14	\$315,113 40	\$429,277 77	\$501,905 83	510,820 88	476,578 60	425,766 15	520,075 42	646,836 54	649,420 12	567,227 01	432,851 72
1855,	425,037 65	316,274 82	538,257 15	654,268 77	633,381 69	521,436 48	471,217 97	548,008 09	719,070 41	736,421 82	674,941 04	668,902 13
1856,	447,104 30	381,802 14	521,199 87	717,917 21	710,554 80	651,870 70	624,605 09	697,857 54	873,817 59	950,379 99	750,928 19	687,570 71
1857,	460,552 14	458,139 83	687,979 99	713,988 04	655,256 61	571,536 42	565,340 67	663,085 87	862,516 95	647,286 23	615,367 01	646,192 49
1858,	430,375 86	390,430 67	537,857 87	668,424 73	510,107 42	432,195 40	458,663 80	538,048 16	653,373 06	653,660 81	600,919 81	510,424 64
1859,	380,348 68	370,544 36	509,210 54	478,562 63	409,627 84	447,813 16	504,217 40	591,919 97	743,598 98	709,671 26	637,792 13	520,596 27
1860,	387,128 14	402,530 38	561,078 49	585,140 94	551,699 52	495,942 82	544,494 07	692,382 21	868,984 78	811,457 62	730,736 93	523,046 54
1861,	489,065 04	420,792 98	627,050 56	689,688 38	677,073 25	558,742 90	523,137 58	562,075 67	696,174 61	927,036 06	952,960 59	872,985 69
1862,	749,162 51	631,956 59	710,814 31	770,223 48	736,114 51	610,417 38	749,571 00	752,841 37	892,744 28	.....	.....	.....

37

EARNINGS IN OCTOBER AND NOVEMBER, 1861 AND 1862, PARTLY ESTIMATED FOR 1862.

MONTHS.	1861.	1862.	INCREASE.
October,	\$927,036 06	\$1,004,721 28*	\$77,685 22
November,	952,960 59	963,185 45	10,224 86
Total,	\$1,879,996 65	\$1,967,906 73	\$87,910 08

* The largest Earnings of the Company in any one month.

REMARKS AS TO THE BUSINESS OF THE YEAR.

It will be seen from the Report, that the business of the year has been considerably larger than in any previous year; owing, mainly, to well known causes which have also favorably affected the business of most of the main lines of road in the northern States, but which, to a considerable extent, must be looked upon as temporary in their nature.

During the past year, the cost of the following items has been charged to Construction Account.

Land for additional Freight accommodations, principally at Albany and Buffalo,	\$59,140 34
Amount paid on account of erections and improvements at West Albany, as referred to in the Annual Report for 1861, including payments made within the present year for work partly completed when that Report was made,	204,031 31
	<hr/>
	\$263,171 65
	<hr/> <hr/>

All the other expenditures made during the year, except such as appear in the increased value of Fuel and Supplies on hand, have been charged to Transportation Expenses, and include besides the ordinary items of general repairs, the following:

The addition to the Equipment of 14 Locomotive Engines and 483 Freight Cars.

The addition of new sidings and turnouts, at various points along the line, amounting in the aggregate to 6.31 miles.

The addition of three miles to the second track, between Bergen and Churchville, on the Buffalo and Rochester division.

The erection of buildings at various points on the line, for Freight and Passenger accommodations.

The substitution of Iron for Wooden Bridges, referred to in the last Report, has been continued. During the year this substitution, reduced to single track, has amounted to 697 feet, making, with the amount heretofore reported, an aggregate of $4,670\frac{1}{2}$ feet now upon the line.

The renewal of Iron Rails during the year, amounted to 8,297 tons, equal to $84\frac{1}{2}$ miles of single track.

The number of Ties renewed during the same period, was 259,265.

During the year there has been purchased for the Sinking Funds, and cancelled :

In Debt Certificates,	\$202,000 00
“ 7 per cent Bonds due in 1876,	55,000 00
“ Bonds for Railroad Stock,	17,000 00
“ “ “ Real Estate,	1,000 00
“ “ to Buffalo and Niagara Falls Railroad Company,	3,000 00

Increase in Sinking Fund in hands of State Comptroller, for redemption of the State Stock issued to the Tonawanda Railroad Company, which forms a part of the Debts of the former Companies still outstanding,	6,435 63
	<u>\$284,435 63</u>

The amount of Income used for the Construction and Investment Accounts, as shown by the Report of last year, independently of the item of Fuel and Supplies referred to below, was..... \$1,466,852 15

The amount so used, was, at the close of the fiscal year just ended, as shown by the following statement,..... \$1,719,884 89

Construction Account,	\$31,787,397 80
Investment “	782,580 46
	<u>\$32,569,978 26</u>

Capital Stock,	\$24,000,000 00
Funded Debt, less Debt Certificates and Bonds to Buffalo and Niagara Falls Railroad Co., for premiums allowed at Consolidation, ..	6,850,093 37
	<u>30,850,093 37</u>
	<u>\$1,719,884 89</u>

To the amount shown at the close of each fiscal year, as above, should be added, for the purpose of showing the full result, the value of Fuel and Supplies not included in the assets of the Company, as will appear from the Inventory and Balance Sheet contained in the Report, \$1,000,000.00.

ANNUAL REPORT

OF

THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year ending September 30th, 1864.

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.



ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1864.

COPIES
DIVISION
JANUARY

ANNUAL REPORT

385.978

714848

1863/64

THE NEW YORK CENTRAL AND HARTFORD COMPANY

Year ending January 1, 1865

IN THE CITY OF NEW YORK
IN SENATE
JANUARY 1, 1865

L. C. Duplicate.

UNITED STATES DEPARTMENT OF THE INTERIOR

GENERAL LAND OFFICE
WASHINGTON

COLUMBIA
UNIVERSITY
LIBRARY

STATE OF NEW YORK, }
CITY AND COUNTY OF ALBANY, } ss.

DEAN RICHMOND, President of THE NEW YORK CENTRAL RAILROAD COMPANY, and CHAUNCEY VIBBARD, General Superintendent of the operations of the said Road, being severally sworn, each for himself deposes and says, that the statements in the annexed Report, signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) D. RICHMOND.

(Signed) C. VIBBARD.

Subscribed and sworn to before
me, this 13th day of Decem-
ber, 1864,

(Signed) J. STERNBERGH,

Commissioner of Deeds.

REPORT

OF THE NEW YORK CENTRAL RAILROAD COMPANY TO THE STATE ENGINEER AND
SURVEYOR OF THE STATE OF NEW YORK, made pursuant to
CHAPTER 140 of the LAWS of 1850.

Being for the Year Ending September 30th, 1864.

1. THE AMOUNT OF THE CAPITAL STOCK AS BY CHARTER :	
2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED :	
Capital stock, as by last report,.....	\$24, 209, 000 00
The amount now of capital stock,.....	24, 386, 000 00
3. THE AMOUNT OF CAPITAL STOCK PAID IN AS BY LAST REPORT,	\$24, 209, 000 00
4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN,.....	24, 386, 000 00
The increase during the year, in Capital Stock, was occasioned by the conversion of an equivalent amount in 7 per cent bonds, due in 1876.	
5. THE FUNDED DEBT AS BY LAST REPORT,.....	\$13, 779, 648 36
6. THE TOTAL AMOUNT NOW OF FUNDED DEBT,.....	13, 211, 341 57

THE FOLLOWING IS A DETAILED STATEMENT OF THE FUNDED DEBT :

Debt Certificates, or Premium Bonds, issued to Stockholders in 1853, under the Consolidation Agreement, payable May 1, 1883, with interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$8, 892, 600 00
Deduct the amount of the Sinking Fund provided for their payment under the Consolidation Agreement, consist- ing of \$1,591,100.00 in said Certificates, duly cancelled, \$243,000.00 in U. S. 6 per cent Bonds, and \$140,902.17 in U. S. indebtedness for which Certificates are due,....	1, 975, 002 17
	\$6, 917, 597 83
Amount outstanding of the debts of the former companies, assumed under the Consolidation Agreement,.....	224, 920 59
Carried forward,.....	\$7, 142, 518 42

Brought forward,	\$7, 142, 518 42
Bonds for funding the principal of the debts assumed for the former Companies, at consolidation, payable August 1st, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August,.....	\$1, 680, 000 00
Less in Sinking Fund* cancelled,.....	282, 000 00
	<hr/> 1, 398, 000 00
Bonds to Stockholders in Buffalo and Niagara Falls Railroad Company, under the lease of that Company's road, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,..	\$110, 800 00
Less in Sinking Fund* cancelled,	32, 800 00
	<hr/> 78, 000 00
Bonds for Railroad stock, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$817, 000 00
Less in Sinking Fund* cancelled,	154, 000 00
	<hr/> 663, 000 00
Bonds for Real Estate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,	\$235, 000 00
Less in Sinking Fund* cancelled,	70, 000 00
	<hr/> 165, 000 00
Bonds and Mortgages, for Real Estate purchased, with interest at 7 per cent per annum, excepting \$45,550.50, the interest upon which is at 6 per cent per annum,	235, 823 15
	<hr/>
Carried forward,	\$9, 682, 341 57

* For particulars as to this Sinking Fund, see Annual Report for 1886.

Brought forward, \$9, 682, 341 57

Bonds of August, 1859, payable August, 1876, interest
at 7 per cent per annum, payable semi-annually, on
1st February and August, with convertible privilege, at
par, for ten years,..... \$990, 000 00
Less converted into Capital Stock, 386, 000 00

604, 000 00

Bonds of October, 1863, payable December, 1887, interest
at 6 per cent per annum, payable semi-annually on 15th
June and December—issued in renewal of 7 per cent
Bonds, due 15th June, 1864,*..... \$3, 000, 000 00
Less in Sinking Fund† cancelled, 75, 000 00

2, 925, 000 00

Total amount of Funded Debt, September 30th, 1864, .. \$13, 211, 341 57

7. THE FLOATING DEBT AS BY LAST REPORT :

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING :

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT :

The Company has no Floating Debt. Its Funded Debt is stated above.

During the year acceptances have been given as heretofore ; those outstanding at the close of the fiscal year (amounting to \$52,568.26), have all been paid before the verification of this Report, at the date of which the Company has none outstanding.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, is $6\frac{1.5}{100}$ per cent, and all interest, except on Mortgages, is payable in the city of New York.

* Of these Bonds \$347,300.00 in amount had not been presented for payment at the close of the fiscal year—the funds to meet them having been appropriated, they are not included in the statement of debt.

† The contribution to be made to this Sinking Fund is 2 per cent per annum upon the whole amount of Bonds issued.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

ON THE 30TH SEPTEMBER, 1860, 1861, 1862, 1863 AND 1864.

	1860.	1861.	1862.	1863.	1864.
Debt certificates, less amount of Sinking Fund,.....	\$7,745,000 00	\$7,552,000 00	\$7,350,000 00	\$7,146,103 98	\$6,917,597 83
Bonds payable in 1864,.....	3,000,000 00	3,000,000 00	3,000,000 00	2,949,200 00	
Debts of the former Companies outstanding,	550,371 60	263,553 85	257,118 22	253,569 23	224,920 59
Bonds for Funding the Debts of the former Companies,	1,308,000 00	1,553,000 00	1,498,000 00	1,448,000 00	1,398,000 00
Bonds for Railroad Stocks,	680,000 00	680,000 00	663,000 00	663,000 00	663,000 00
Bonds for Real Estate,	175,000 00	166,000 00	165,000 00	165,000 00	165,000 00
Bonds to Buffalo and Niagara Falls Railroad Company,	86,000 00	82,500 00	79,500 00	78,000 00	78,000 00
Bonds of Buffalo and Niagara Falls Railroad Company,	35,000 00	24,000 00	24,000 00	24,000 00	
Bonds and Mortgages,	253,151 46	301,951 65	252,975 15	235,775 15	235,823 15
Convertible Bonds, payable in 1876,	500,000 00	990,000 00	990,000 00	781,000 00*	604,000 00*
Bonds payable in 1887 (to renew Bonds due in 1864),				36,000 00	2,925,000 00
Total amount of Funded Debt,.....	\$14,332,523 06	\$14,613,005 50	\$14,279,593 37	\$13,779,648 36	\$13,211,341 57
Capital Stock,	24,000,000 00	24,000,000 00	24,000,000 00	24,209,000 00*	24,386,000 00*
Total amount of Funded Debt and Capital Stock,	\$38,332,523 06	\$38,613,005 50	\$38,279,593 37	\$37,988,648 36	\$37,597,341 57

* 7 per cent Bonds due in 1876, converted into Capital Stock:.....

{ During year ending 30th September, 1863,	\$209,000 00
{ During year ending 30th September, 1864,	177,000 00
Total,	\$386,000 00

COST OF ROAD AND EQUIPMENT.

	By last Report.	To present time.
11. 12. For Graduation and Masonry,	\$6, 777, 106 60	\$6, 777, 106 60
13. 14. For Bridges,	808, 067 91	808, 067 91
15. 16. For Superstructure, including iron,	10, 470, 353 52	10, 470, 353 52
17. 18. For Passenger and Freight Stations, Buildings and Fixtures,	1, 411, 520 78	1, 411, 520 78
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures,	1, 310, 279 87	1, 310, 279 87
21. 22. For Land, Land Damages and Fences,	4, 504, 211 59	4, 643, 394 95
23. 24. For Locomotives and Fixtures, and Snow Ploughs,	2, 351, 466 12	2, 351, 466 12
25. 26. For Passenger and Baggage Cars,	851, 127 81	851, 127 81
27. 28. For Freight and other Cars,	2, 443, 483 34	2, 443, 483 34
29. 30. For Engineering and Agencies,	603, 528 92	603, 528 92
Construction account of the Rochester and Lake Ontario R. R. Co.,	150, 000 00	150, 000 00
Construction account of the Buffalo and Niagara Falls Railroad Co.,	658, 921 56	658, 921 56
Construction account of the Lewiston Railroad Co.,	400, 000 00	400, 000 00
31. Totals, cost of road and equipment,	<u>\$32, 740, 068 02</u>	<u>\$32, 879, 251 38</u>

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,	555. 88
33. Length of road laid,	555. 88
34. Length of double track, including sidings,	408. 29
35. Length of branches owned by the Company, laid,	258. 13
36. Length of double track on the same,	2.
37. Weight of rail per lineal yard, on main track,	56 to 80 lbs.
38. The number of locomotive engine houses and shops,	40

The length of the main line of road between the termini, that is, from
Albany to Buffalo, Miles. 297. 75

The length of side, or parallel and branch lines, is as follows :

	Miles.
From Troy to Schenectady,.....	21.
“ Syracuse to Rochester, <i>via</i> Auburn,.....	104.
“ Batavia to Attica,.....	11.
“ Rochester to Suspension Bridge,.....	74. 75
“ Lockport Junction to Tonawanda,.....	12. 25
“ Rochester Junction to Charlotte,.....	6. 88
“ Buffalo to Lewiston,*.....	28. 25
	<hr/> 258. 13

* A portion of this line, between Tonawanda and Niagara Falls, being parallel with the line of the Niagara Bridge and Canandaigua Railroad Co., leased by this Company as stated below, cars are run, between those points, upon the last named line only.

The total length of the main, side and branch lines, owned by the
Company, is, 555. 88

The whole length of the first track, laid on main lines and branches
measuring the length of the road, exclusive of second tracks and
sidings, 555. 88

The length of the second track, laid on main lines and branches
(exclusive of sidings and turnouts less than one mile in length),. 262. 86

The length of sidings, turnouts and switches laid on main lines and
branches,..... 145. 43

The total length of equivalent single track, laid on main lines and
branches, adding to the length of the first track the length of the
second track, of the sidings and of the turnouts,..... 964. 17

The length of the Niagara Bridge and Canandaigua Railroad, leased
by this Company, is, from Suspension Bridge to Canandaigua,.. 98. 46

Branch line to Elevator at Tonawanda,..... 1. 63

Sidings, turnouts and switches, 3. 42

Total length of equivalent single track, 103. 51

Weight of rail per lineal yard, 56 to 62½ lbs.

The number of locomotive engine houses and shops, 3

EQUIPMENT.

	Number.
Number of locomotive engines,	241
Number of first class passenger cars (rated as 8-wheel cars),	188
Number of second class and emigrant cars, " "	68
Number of baggage, mail and express cars, " "	78
Number of freight cars, as follows :	
Wooden Box, (rated as 8-wheel cars),	2, 782
Iron Box, " "	719
Platform, " "	1, 095
	<hr/> 4, 596
Number of gravel cars and other service cars,	350

All the equipment is in good condition. The aggregate increase therein during the year has been 2 locomotive engines, and 601 cars.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL
MILES RUN.

40. Miles run by the passenger trains,	2, 123, 580
41. Miles run by the freight trains,	3, 452, 275
Miles run by the wood, gravel and construction trains,	414, 353
Aggregate miles run by passenger cars in passenger trains,	8, 434, 547
And by baggage, mail and express cars in passenger trains,	3, 132, 980
Aggregate miles run by all cars in passenger trains,	11, 567, 527

42. Average rate of fare charged, viz :

	Cents per Mile.
Ordinary fare for first class through passengers,	2
A small variation has, at times, been made on fare for a long line owned by several Companies, or at competing points.	
For first class way passengers,	2
For second class and emigrant through passengers,	1
For second class and emigrant way passengers,	1
Average rate of fare charged for all classes of passengers,	2

The United States Tax (at present $2\frac{1}{2}$ per cent), is collected in addition to fares.

43. Number of passengers (all classes) carried in cars,.....	3, 554, 254
44. Number of miles traveled by passengers (all classes),.....	193, 447, 735
45. Number of tons (2,000 lbs.) of freight carried in cars,.....	1, 557, 148
46. Total movement of freight or number of tons carried one mile,.....	314, 081, 410

Miles per hour.

47. Average rate of speed adopted by ordinary passenger trains, including stops,.....	21.
48. Rate of speed of same, when in motion,.....	28.
49. Average rate of speed adopted by express trains, including stops,.....	30.
50. Rate of speed of same, when in motion,.....	35.
51. Average rate of speed adopted by freight trains, including stops,.....	12.
52. Rate of speed of same, when in motion,.....	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, exclusive of passengers and baggage,.....	110
54. Average weight in tons of freight trains, exclusive of freight,	180

Tons.

55. The amount of freight in tons :	
Of the products of the forest,.....	87, 584
Of animals,.....	383, 000
Of vegetable food,.....	461, 511
Other agricultural products,.....	57, 150
Manufactures,.....	112, 267
Merchandise,	287, 804
Other articles,	167, 832

PASSENGERS—Number of Through and Way, First Class, in each direction for each month.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travel'd.
October, 1863,	8, 117	135, 541	143, 658	7, 497	129, 369	136, 866	15, 614	264, 910	280, 524	15, 195, 584
November, "	6, 326	115, 128	121, 454	6, 132	109, 355	115, 487	12, 458	224, 483	236, 941	12, 644, 678
December, "	5, 392	126, 334	131, 726	5, 012	123, 805	128, 817	10, 404	250, 139	260, 543	13, 046, 484
January, 1864,	5, 372	120, 072	125, 444	4, 078	113, 877	117, 955	9, 450	233, 949	243, 399	12, 117, 880
February, "	5, 103	119, 457	124, 560	5, 550	114, 588	120, 138	10, 653	234, 045	244, 698	12, 482, 589
March, "	7, 304	142, 750	150, 054	7, 356	132, 674	140, 030	14, 660	275, 424	290, 084	15, 326, 570
April, "	6, 817	128, 017	134, 834	7, 279	118, 515	125, 794	14, 096	246, 532	260, 628	14, 010, 962
May, "	7, 361	123, 259	130, 620	6, 693	109, 279	115, 972	14, 054	232, 538	246, 592	13, 443, 093
June, "	8, 305	133, 147	141, 452	7, 873	121, 815	129, 688	16, 178	254, 962	271, 140	14, 970, 057
July, "	8, 865	166, 801	175, 666	7, 918	152, 591	160, 509	16, 783	319, 392	336, 175	17, 708, 079
August, "	15, 144	197, 782	212, 926	12, 240	173, 794	186, 034	27, 384	371, 576	398, 960	22, 958, 992
September, "	12, 139	222, 064	234, 203	12, 006	215, 350	227, 356	24, 145	437, 414	461, 559	24, 599, 683
	96, 245	1,730,352	1,826,597	89, 634	1,615,012	1,704,646	185, 879	3,345,364	3,531,243	188, 504, 651
Emigrant, for the year,	-----	-----	-----	15, 481	7, 530	23, 011	15, 481	7, 530	23, 011	4, 943, 084
Total,	96, 245	1,730,352	1,826,597	105, 115	1,622,542	1,727,657	201, 360	3,352,894	3,554,254	193, 447, 735

TONNAGE—PRODUCTS OF THE FOREST.

MONTHS,	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1863,	46	1, 116	1, 162	235	4, 035	4, 270	281	5, 151	5, 432
November, “	27	836	863	224	4, 379	4, 603	251	5, 215	5, 466
December, “	1	865	866	151	3, 998	4, 149	152	4, 863	5, 015
January, 1864,	4	1, 177	1, 181	99	4, 579	4, 678	103	5, 756	5, 859
February, “	3	2, 933	2, 936	217	4, 604	4, 821	220	7, 537	7, 757
March, “	24	2, 495	2, 519	116	5, 863	5, 979	140	8, 358	8, 498
April, “	-----	2, 163	2, 163	137	5, 454	5, 591	137	7, 617	7, 754
May, “	6	1, 850	1, 856	149	5, 566	5, 715	155	7, 416	7, 571
June, “	-----	1, 624	1, 624	219	6, 639	6, 858	219	8, 263	8, 482
July, “	23	1, 456	1, 479	399	6, 450	6, 849	422	7, 906	8, 328
August, “	18	1, 813	1, 831	202	7, 271	7, 473	220	9, 084	9, 304
September, “	7	1, 262	1, 269	245	6, 604	6, 849	252	7, 866	8, 118
Totals,	159	19, 590	19, 749	2, 393	65, 442	67, 835	2, 552	85, 032	87, 584

TONNAGE—PRODUCTS OF ANIMALS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1863,	136	886	1,022	23,650	13,129	36,779	23,786	14,015	37,801
November, "	193	504	697	24,313	11,548	35,861	24,506	12,052	36,558
December, "	188	1,288	1,476	31,428	10,269	41,697	31,616	11,557	43,173
January, 1864,	118	774	892	24,794	6,542	31,336	24,912	7,316	32,228
February, "	141	900	1,041	23,445	5,759	29,204	23,586	6,659	30,245
March, "	176	1,105	1,281	26,803	7,480	34,283	26,979	8,585	35,564
April, "	122	763	885	20,699	7,851	28,550	20,821	8,614	29,435
May, "	79	1,151	1,230	21,090	7,891	28,981	21,169	9,042	30,211
June, "	18	641	659	18,194	7,742	25,936	18,212	8,383	26,595
July, "	14	499	513	17,390	8,850	26,240	17,404	9,349	26,753
August, "	147	565	712	16,497	9,056	25,553	16,644	9,621	26,265
September, "	251	946	1,197	16,430	10,545	26,975	16,681	11,491	28,172
Totals,	1,583	10,022	11,605	264,733	106,662	371,395	266,316	116,684	383,000

TONNAGE—VEGETABLE FOOD.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1863,.....	27	2,312	2,339	28,010	20,411	48,421	28,037	22,723	50,760
November, “.....	56	2,821	2,877	30,651	18,204	48,855	30,707	21,025	51,732
December, “.....	108	1,550	1,658	22,374	15,600	37,974	22,482	17,150	39,632
January, 1864,.....	61	1,112	1,173	9,561	13,064	22,625	9,622	14,176	23,798
February, “.....	37	1,909	1,946	10,363	13,007	23,370	10,400	14,916	25,316
March, “.....	61	2,287	2,348	3,121	21,785	24,906	3,182	24,072	27,254
April, “.....	89	3,414	3,503	14,218	30,096	44,314	14,307	33,510	47,817
May, “.....	141	3,582	3,723	30,746	17,531	48,277	30,887	21,113	52,000
June, “.....	216	889	1,105	25,155	14,890	40,045	25,371	15,779	41,150
July, “.....	113	914	1,027	23,584	15,216	38,800	23,697	16,130	39,827
August, “.....	24	1,363	1,387	15,248	13,123	28,371	15,272	14,486	29,758
September, “.....	56	1,655	1,711	18,463	12,293	30,756	18,519	13,948	32,467
Totals,	989	23,808	24,797	231,494	205,220	436,714	232,483	229,028	461,511

TONNAGE—OTHER AGRICULTURAL PRODUCTS.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1863,	55	575	630	1,307	1,193	2,500	1,362	1,768	3,130
November, "	25	515	540	2,067	1,701	3,768	2,092	2,216	4,308
December, "	78	507	585	1,281	1,569	2,850	1,359	2,076	3,435
January, 1864,	77	327	404	459	1,222	1,681	536	1,549	2,085
February, "	87	373	460	866	1,647	2,513	953	2,020	2,973
March, "	51	449	500	1,191	1,393	2,584	1,242	1,842	3,084
April, "	82	348	430	1,578	1,531	3,109	1,660	1,879	3,539
May, "	38	293	331	2,931	985	3,916	2,969	1,278	4,247
June, "	13	234	247	4,401	1,143	5,544	4,414	1,377	5,791
July, "	65	393	458	5,275	762	6,037	5,340	1,155	6,495
August, "	108	357	465	8,629	901	9,530	8,737	1,258	9,995
September, "	49	511	560	6,590	918	7,508	6,639	1,429	8,068
Totals,	728	4,882	5,610	36,575	14,965	51,540	37,303	19,847	57,150

TONNAGE—MANUFACTURES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1863,	1, 314	3, 464	4, 778	1, 311	4, 273	5, 584	2, 625	7, 737	10, 362
November, “	895	2, 950	3, 845	1, 150	3, 872	5, 022	2, 045	6, 822	8, 867
December, “	730	2, 473	3, 203	1, 593	4, 945	6, 538	2, 323	7, 418	9, 741
January, 1864,	536	2, 521	3, 057	1, 167	4, 896	6, 063	1, 703	7, 417	9, 120
February, “	466	2, 319	2, 785	2, 025	5, 164	7, 189	2, 491	7, 483	9, 974
March, “	912	3, 439	4, 351	1, 544	5, 097	6, 641	2, 456	8, 536	10, 992
April, “	794	4, 356	5, 150	1, 074	4, 607	5, 681	1, 868	8, 963	10, 831
May, “	362	2, 145	2, 507	1, 399	4, 272	5, 671	1, 761	6, 417	8, 178
June, “	361	2, 615	2, 976	2, 053	4, 366	6, 419	2, 414	6, 981	9, 395
July, “	339	2, 468	2, 807	1, 789	4, 409	6, 198	2, 128	6, 877	9, 005
August, “	360	2, 963	3, 323	1, 299	3, 043	4, 342	1, 659	6, 006	7, 665
September, “	883	3, 256	4, 139	1, 059	2, 939	3, 998	1, 942	6, 195	8, 137
Totals,	7, 952	34, 969	42, 921	17, 463	51, 883	69, 346	25, 415	86, 852	112, 267

TONNAGE — MERCHANDISE.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1863,.....	17, 438	9, 013	26, 451	1, 298	1, 874	3, 172	18, 736	10, 887	29, 623
November, “	14, 137	7, 831	21, 968	1, 320	3, 241	4, 561	15, 457	11, 072	26, 529
December, “	8, 328	5, 745	14, 073	2, 363	2, 284	4, 647	10, 691	8, 029	18, 720
January, 1864,.....	9, 234	6, 760	15, 934	683	1, 844	2, 527	9, 917	8, 544	18, 461
February, “	12, 363	6, 693	19, 056	2, 989	2, 512	5, 501	15, 352	9, 205	24, 557
March, “	14, 082	7, 516	21, 598	1, 151	2, 705	3, 856	15, 233	10, 221	25, 454
April, “	14, 398	10, 446	24, 844	1, 735	3, 627	5, 362	16, 133	14, 073	30, 206
May, “	11, 665	8, 843	20, 508	1, 979	3, 364	5, 343	13, 644	12, 207	25, 851
June, “	11, 971	8, 146	20, 117	1, 745	4, 568	6, 313	13, 716	12, 714	26, 430
July, “	10, 097	3, 855	13, 952	1, 408	2, 061	3, 469	11, 505	5, 916	17, 421
August, “	12, 278	6, 226	18, 504	1, 315	1, 903	3, 218	13, 593	8, 129	21, 722
September, “	14, 996	4, 671	19, 667	1, 475	1, 688	3, 163	16, 471	6, 359	22, 830
Totals,	150, 987	85, 685	236, 672	19, 461	31, 671	51, 132	170, 448	117, 356	287, 804

TONNAGE—OTHER ARTICLES.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
October, 1863,.....	1,257	4,556	5,813	1,465	7,205	8,670	2,722	11,761	14,483
November, “.....	1,132	4,304	5,436	3,984	7,071	11,055	5,116	11,375	16,491
December, “.....	900	4,074	4,974	1,149	5,550	6,699	2,049	9,624	11,673
January, 1864,.....	925	3,673	4,598	928	4,477	5,405	1,853	8,150	10,003
February, “.....	823	3,058	3,881	954	8,122	9,076	1,777	11,180	12,957
March, “.....	1,223	7,178	8,401	1,107	6,636	7,743	2,330	13,814	16,144
April, “.....	1,132	8,583	9,715	1,404	6,405	7,809	2,536	14,988	17,524
May, “.....	1,172	5,368	6,540	494	5,474	5,968	1,666	10,842	12,508
June, “.....	1,825	4,981	6,806	1,131	9,015	10,146	2,956	13,996	16,952
July, “.....	1,486	2,479	3,965	879	7,008	7,887	2,365	9,487	11,852
August, “.....	1,491	4,090	5,581	741	5,872	6,613	2,232	9,962	12,194
September, “.....	2,598	3,324	5,922	1,852	7,277	9,129	4,450	10,601	15,051
Totals,.....	15,964	55,668	71,632	16,088	80,112	96,200	32,052	135,780	167,832

TOTAL TONNAGE—ALL CLASSES OF FREIGHT.

MONTHS.	WESTWARD.			EASTWARD.			IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Mileage.
October, 1863,.....	20, 273	21, 922	42, 195	57, 276	52, 120	109, 396	77, 549	74, 042	151, 591	31, 142, 123
November, “	16, 465	19, 761	36, 226	63, 709	50, 016	113, 725	80, 174	69, 777	149, 951	31, 475, 864
December, “	10, 333	16, 502	26, 835	60, 339	44, 215	104, 554	70, 672	60, 717	131, 389	27, 661, 359
January, 1864,.....	10, 955	16, 284	27, 239	37, 691	36, 624	74, 315	48, 646	52, 908	101, 554	20, 222, 750
February, “	13, 920	18, 185	32, 105	40, 859	40, 815	81, 674	54, 779	59, 000	113, 779	22, 710, 785
March, “	16, 529	24, 469	40, 998	35, 033	50, 959	85, 992	51, 562	75, 428	126, 990	23, 493, 481
April, “	16, 617	30, 073	46, 690	40, 845	59, 571	100, 416	57, 462	89, 644	147, 106	26, 775, 940
May, “	13, 463	23, 232	36, 695	58, 788	45, 083	103, 871	72, 251	68, 315	140, 566	28, 943, 420
June, “	14, 404	19, 130	33, 534	52, 898	48, 363	101, 261	67, 302	67, 493	134, 795	27, 371, 267
July, “	12, 137	12, 064	24, 201	50, 724	44, 756	95, 480	62, 861	56, 820	119, 681	24, 903, 452
August, “	14, 426	17, 377	31, 803	43, 931	41, 169	85, 100	58, 357	58, 546	116, 903	23, 735, 884
September, “	18, 840	15, 625	34, 465	46, 114	42, 264	88, 378	64, 954	57, 889	122, 843	25, 645, 085
Totals,	178, 362	234, 624	412, 986	588, 207	555, 955	1,144,162	766, 569	790, 579	1,557,148	314, 081, 410

COST OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING SEPTEMBER 30TH, 1864.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, excepting cost of iron,.....	\$1,150,214 83	\$439,957 17	\$710,257 66
57. For depreciation of way.*			
58. Cost of iron (including the cost of chairs and spikes) used in repairs,.....	1,144,214 12	437,661 90	706,552 22
59. Repairs of buildings,.....	525,217 10	200,895 54	324,321 56
60. Repairs of fences and gates,	20,633 63	7,872 37	12,761 26
61. Taxes on real estate,.....	327,834 80	125,386 81	202,447 99
Repairs of Mohawk turnpike,.....	2,635 83	1,008 20	1,627 63
62. Totals,	\$3,170,750 31	\$1,212,781 99	\$1,957,968 32

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING SEPT. 30TH, 1864.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders,	\$652,241 90	\$244,590 71	\$407,651 19
65. Depreciation of engines and tenders.*			
66. Repairs of passenger and baggage cars,....	418,399 35	418,399 35	.....
67. Depreciation of passenger and baggage cars.*			
68. Repairs of freight cars,.....	1,431,381 48	.....	1,431,381 48
69. Depreciation of freight cars.*			
70. Repairs of tools and machinery in shops, ..	83,833 27	31,437 48	52,395 79
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	86,778 68	32,542 01	54,236 67
72. Totals,.....	\$2,672,634 68	\$726,969 55	\$1,945,665 13

COST OF OPERATING THE ROAD FOR THE YEAR ENDING SEPT. 30TH, 1864.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,	\$33,937 48	\$17,817 11	\$16,120 37
74. Agents and clerks,	293,623 84	113,807 82	179,816 02
75. Labor, loading and unloading freight,	486,105 64	.....	486,105 64
76. Porters, watchmen and switch tenders,....	241,983 55	92,558 71	149,424 84
77. Wood and water station attendance,.....	59,009 74	22,571 23	36,438 51
78. Conductors, baggagemen and brakemen,...	229,070 96	98,162 59	130,908 37
79. Enginemen and firemen,	311,907 84	104,235 81	207,672 03
80. Fuel, cost and labor of preparing for use,...	1,300,359 01	497,387 32	802,971 69
81. 82. 83. Oil and waste,	216,931 25	82,975 80	133,955 45
84. Loss and damage of goods and baggage,...	103,859 79	318 13	103,541 66
85. Damages for injuries of persons,.....	15,718 94	11,789 20	3,929 74
86. Damages to property, including damages by fire and cattle killed on road,.....	6,260 71	2,347 77	3,912 94
87. General superintendence,.....	75,794 39	28,422 89	47,371 50
88. Contingencies,.....	128,236 23	48,088 59	80,147 64
89. Totals,.....	\$3,502,799 37	\$1,120,482 97	\$2,382,316 40

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY OF ALL TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1864, AS SHOWN BY THE PRECEDING TABLES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,	\$3,170,750 31	\$1,212,781 99	\$1,957,968 32
Repairs of Machinery,.....	2,672,634 68	726,969 55	1,945,665 13
Operating the Road,	3,502,799 37	1,120,482 97	2,382,316 40
Total,	\$9,346,184,36	\$3,060,234 51	\$6,285,949 85

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

91. 95. From Passengers,	\$3,923,151 80
92. 96. From Freight,	8,543,370 55
93. 97. From other sources,	531,367 48
Total,	<u>\$12,997,889 83</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz.:	
For Passenger Business,	\$3,060,234 51
For Freight Business,	6,285,949 85
	<u>\$9,346,184 36</u>
99. For Interest, including interest on Debt	
Certificates held for the Sinking Fund,	\$1,026,765 38
For Sinking Funds,.....	111,182 38
For Rent of Niagara Bridge and Canandaigua Railroad,	60,000 00
For U. S. Tax on Earnings,*	84,959 88
	<u>\$1,282,907 64</u>
100. For Dividends, viz.:	
No. 21. Feb., 1864, 5 per cent,	\$1,218,450 00
No. 22. Aug., 1864, 4 per cent,	975,400 00
U. S. Tax on same,	85,323 50
	<u>\$2,279,173 50</u>

Transportation Expenses for the year ending September 30th, 1864, 71.91 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1864, \$2,368,797.83 equal to 9.25 per cent (and U. S. tax thereon) on the amount of the Capital Stock of the Company.

* For July, August and September, 1864. Previously the Tax was imposed on Passengers only, the Earnings from which for the rest of the fiscal year, are stated herein, at the net amount after deducting the Tax.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1864.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passengers,.....	\$89,941 37	\$72,820 48	\$62,037 90	\$66,859 13	\$64,560 46	\$74,692 78	\$83,318 70
Way passengers,.....	231,044 99	184,451 43	200,024 85	193,741 25	182,848 55	211,627 77	201,887 58
Through freight,.....	471,165 21	544,592 69	547,832 82	399,808 90	447,871 20	441,380 16	451,649 51
Way freight,.....	217,545 45	220,129 73	236,595 41	192,614 21	221,503 69	301,465 37	333,426 99
Mail transportation,	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50
Express,	5,400 00	5,000 00	5,400 00	5,200 00	5,000 00	5,400 00	5,200 00
Rents, storage, use of engines and cars, and other earnings,	18,442 36	10,424 18	14,826 43	55,624 98	6,820 24	16,479 91	22,198 46
Total,	\$1,041,521 88	\$1,045,401 01	\$1,074,699 91	\$921,830 97	\$936,586 64	\$1,059,028 49	\$1,105,663 74

EARNINGS — (Continued.)

SOURCE.	May.	June.	July.	August.	September.	Total.
Through passengers,	\$85,504 81	\$96,582 03	\$112,972 64	\$158,731 73	\$160,079 45	\$1,128,101 48
Way passengers,	183,305 87	213,757 41	247,898 17	343,673 89	400,788 56	2,795,050 32
Through freight,.....	474,467 51	462,703 56	447,252 41	483,988 17	539,184 10	5,711,896 24
Way freight,.....	212,991 63	217,219 10	173,466 56	196,479 22	234,636 95	2,758,074 31
Mail transportation,.....	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50	95,790 00
Express,	5,200 00	5,200 00	5,200 00	10,800 00	10,400 00	73,406 00
Rents, storage, use of engines and cars, and other earnings,	34,983 21	26,291 40	61,020 78	71,461 21	97,004 32	435,577 48
Total,	\$1,004,435 53	\$1,029,736 00	\$1,055,793 06	\$1,273,116 72	\$1,450,075 88	\$12,997,889 83

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT AND ALL OTHER SOURCES, FOR THE YEARS ENDING SEPTEMBER
30TH, FROM 1853, to 1864, BOTH INCLUSIVE.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE.	DECREASE.
September 30, 1853, ..	\$2, 829, 668 74	\$1, 835, 572 25	\$122, 279 18	\$4, 787, 520 17		
September 30, 1854, ..	3, 151, 513 89	2, 479, 820 66	286, 999 95	5, 918, 334 50	\$1, 130, 814 33	.....
“ “ 1855, ..	3, 242, 229 19	3, 189, 602 90	131, 749 05	6, 563, 581 14	645, 246 64	.....
“ “ 1856, ..	3, 207, 378 32	4, 328, 041 36	171, 928 50	7, 707, 348 18	1, 143, 767 04	.....
“ “ 1857, ..	3, 147, 636 86	4, 559, 275 88	320, 338 67	8, 027, 251 41	319, 903 23	.....
“ “ 1858, ..	2, 532, 646 55	3, 700, 270 44	295, 495 71	6, 528, 412 70	.....	\$1, 498, 838 71
“ “ 1859, ..	2, 566, 369 71	3, 337, 148 36	297, 330 75	6, 200, 848 82	.....	327, 563 88
“ “ 1860, ..	2, 569, 265 13	4, 095, 933 53	292, 042 35	6, 957, 241 01	756, 392 19	.....
“ “ 1861, ..	2, 315, 932 89	4, 664, 448 92	328, 660 25	7, 309, 042 06	351, 801 05	.....
“ “ 1862, ..	2, 389, 724 12	6, 607, 330 96	359, 772 69	9, 356, 827 77	2, 047, 785 71	.....
“ “ 1863, ..	2, 930, 341 37	7, 498, 508 95	468, 781 06	10, 897, 631 38	1, 540, 803 61	.....
“ “ 1864, ..	3, 923, 151 80	8, 543, 370 55	531, 367 48	12, 997, 889 83	2, 100, 258 45	.....
Eleven years,	\$31,976,189 83	\$53,003,752 51	\$3, 484, 466 46	\$88,464,408 80	\$8, 210, 369 66	.....

VALUE OF FUEL AND SUPPLIES ON HAND, SEPTEMBER 30, 1864.

Wood,	Cords,	42, 432	\$150, 633 60
Coal,	Tons,	7, 358	45, 619 60
Oil,	Gallons,	7, 022	7, 373 10
Rails,	Tons,	9, 769	466, 805 00
Chairs, cast,		9, 090	5, 090 40
Chairs, wrought,		8, 235	4, 858 65
Frogs,		199	5, 970 00
Spike, nails and rivets,	Pounds,	123, 887	6, 194 35
Ties,		36, 167	10, 850 10
Iron,	Tons,	1, 072	128, 640 00
Iron, worked and partly worked,	"	590	135, 700 00
Copper and brass, partly worked,	Pounds,	142, 793	47, 121 69
Lumber,	Feet,	6, 508, 432	130, 168 64
Lumber, framed and worked,			1, 080 00
Materials for repairing road and bridges,			4, 637 34
Engine driving wheels,		112	9, 520 00
Truck and car wheels on axles,	Pairs,	927	42, 178 50
Truck and car wheels,		3, 217	53, 080 50
Engine, truck and car axles,	Pounds,	366, 080	29, 286 40
Steel and steel springs,	"	559, 365	67, 123 80
Engine and car castings,	"	700, 553	28, 022 12
Road castings,	"	144, 204	5, 768 16
Lumber and nails for fences,			2, 106 72
Paints and oils,			10, 456 12
Rubber goods,			7, 975 15
Car trimmings,			28, 062 31
Glass,			2, 212 38
Scrap iron and steel,	Tons,	387	34, 830 00
Other articles,			20, 391 41
Total,			<u>\$1, 491, 756 04</u>

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured, survived or died.

CAUSES OF THE INJURY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from the cars,.....	2	.....	3	.....	.....	.....	5	.....
Jumping on or off the trains or engines while in motion,.....	1	2	2	2	3	1	6	5
Walking, standing, lying, sitting, or being upon the track,.....	.....	.....	9	.....	39	17	48	17
At work on or near the track, or in making up or detaching trains,...	.....	.....	5	2	.....	.....	5	2
Trains thrown from or running off the track,.....	.....	5	1	.....	.....	.....	1	5
Striking bridges, or telegraph wire,...	.....	1	2	2	.....	.....	2	3
Explosion of engine,.....	1	20	2	1	.....	.....	3	21
Total,.....	4	28	24	7	42	18	70	53

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1863.

October 3. MATHIAS OSTER, in attempting to cross the track at Michigan street, in Buffalo, with a horse and wagon, was thrown from the wagon by coming in collision with a moving engine, and so seriously injured as to cause his death.

October 5. JOHN QUINLAN, in crossing the track in Clinton street, in Syracuse, with a wheelbarrow, was struck by a moving passenger train and killed.

October 5. AN UNKNOWN MAN, while walking upon the track, about three miles west of Rome, was struck by the engine of a train moving west and killed.

October 6. MR. AND MRS. JOHN DARROW, in attempting to cross the track in a two-horse wagon at Belisle station, west of Syracuse, were struck by the engine of a passenger train and injured—Mr. Darrow seriously, Mrs. Darrow slightly.

October 7. JAMES HARTIGAN, in attempting to get upon a moving engine in the Syracuse depot, fell, injuring one of his arms so seriously as to render amputation necessary.

- October 7.* WILLIAM FERGUSON, a lad, in attempting to cross the track at Oneida station, in front of a moving engine, was struck by it and killed.
- October 12.* F. ACKERMAN, a lad, in attempting to stand upon a moving hand car at Rochester fell upon the track, the car ran over him and killed him.
- October 14.* CASPER MILLER, was struck by an engine at a road crossing near Factory Village, in the town of Rome, and killed.
- October 22.* ISAAC ALDRICH, while sitting on the track near Camillus station, was struck by an engine and badly injured.
- October 28.* SIMON MAHONY, an employee, attempted to cross the track near Suspension Bridge, in front of a moving engine, was struck by it and injured so seriously as to cause his death.
- November 20.* CORNELIUS OWEN, while walking on the track near the canal bridge in Syracuse, was struck by the engine of a moving train and killed.
- November 26.* EDWARD SHOTTHEFER, a lad about eight years old, by catching hold of a moving car in Syracuse, was thrown down and had his foot so injured as to render amputation necessary.
- November 28.* JACOB CIPHER, in attempting to get up between two freight cars of a moving train at Herkimer, fell upon the track, was run over and killed.
- December 7.* PETER SHREEHOUSE, while walking behind his wagon at the first road crossing east of Le Roy station, was struck by the engine of a moving train and killed.
- December 7.* JOHN CAVENOUGH, an employee, while moving cars from one track to another at Waterloo, fell upon the track, was run over and killed.
- November 7.* WILLIAM WEDON, a lad, was found on the side of the track at the freight yard in Rochester so seriously injured that he died. It is supposed that he caught hold of a moving train and was thrown down.
- December 21.* ANTHONY FINK, in attempting to cross the track at the road crossing, near the Aqueduct, with horses and sleigh, was slightly injured.
- December 23.* JOHN BOWEN, in attempting to cross the track, in front of an express train, at Churchville station, was struck by the engine and killed.
- December 28.* KATE CRAFTON, while walking upon the track, near Lockport, was struck by the engine of a passenger train, and killed.

1864.

- January 5.* A part of the morning passenger train, from Rochester to Niagara Falls, was thrown from the track, near Brockport, by a broken rail,

slightly injuring D. H. COLE, MISS ALMINA THORN and JOHN R. PARSONS, passengers.

January 5. HENRY C. DAY, a passenger, in attempting to pass from one car to another of a moving train, near Marcellus, fell between the cars, and was killed.

January 7. PETER ASHLEY and JOHN SURFRUNK, who were walking upon the track, near Allen's Creek Bridge, stepped from the south track, to avoid a train moving east, upon the north track, and were struck by the engine of a train moving west, and killed.

January 11. JOHN DUFF, engineer, was injured at Syracuse, by the reverse lever of his engine being displaced while in motion.

January 13. PATRICK GARRITY and PATRICK KEANAN, in attempting to cross the track north of Lumber street, in the city of Albany, in rear of a moving train, were struck by the cars. Garrity was so seriously injured as to cause his death, and Keanan had one of his legs broken.

January 16. JAMES H. LADD, brakeman, in passing under St. Paul street bridge, in Rochester, upon a moving train, struck against the bridge, and was so seriously injured that he died.

February 2. JAMES SHEARER was found dead upon the side of the track, in Geddes. It is supposed that his death was caused by a moving train.

February 2. JAMES IRVING, while standing upon a side track at Utica, was struck by a moving freight train and killed.

February 4. D. M. BROWN, in jumping from a moving train at Waterloo, was thrown upon the track, and so seriously injured that he died.

February 10. THOMAS WALL, in attempting to cross the track at the road crossing at Oak's Corners, in front of a moving train, was struck by the engine, and so seriously injured that he died.

February 12. PATRICK WHITE, an employee, was found dead, lying upon the side of the track, near Manlius. It is supposed he was struck by the engine of an express train.

February 13. JOSEPH SIEBERT, an employee, while coupling cars at Syracuse, was so seriously injured as to cause his death.

February 13. FRANCIS TIERNEY, a lad, while standing on the track, at Liberty street crossing, in Schenectady, was struck by a moving train and killed.

March 12. JAMES TAYLOR, a brakeman, fell from his train, while in motion, near Schenectady, and was killed.

March 14. JOHN S. WEEKS, an engineer, was killed near the Niskayuna station, in consequence of a misplaced switch, which caused the train to run off the track.

- March 19.* AN UNKNOWN MAN, while walking upon the track, near Lyons station, was struck by the engine of a moving freight train and killed.
- March 22.* JOSEPH PATTERSON, an Indian, while on the track near Pekin station, was struck by a moving engine and killed.
- April 1.* CHARLES MCCARTHY, an employee, in attempting to uncouple the engine from a train in motion, caught his foot, fell and was killed.
- April 1.* ——— VAN ALSTYNE, in attempting to get upon a train in motion at Schenectady, fell and was considerably injured.
- April 6.* ANN HITCHCOCK, a deaf woman, in attempting to cross the track near Cohoes station, in front of a moving engine, was struck by it, and considerably injured.
- April 8.* JOHN MORRIS, who, while intoxicated, had crept under a freight train standing on the track in Albany, was so seriously injured by the moving of the train as to cause his death.
- April 18.* AN UNKNOWN MAN, a passenger, jumped off an express train in motion, at Churchville station, and injured his foot.
- April 25.* E. S. GREGORY, in attempting to pass between two cars of a freight train at Canandaigua, had his foot caught and seriously injured. He has since died.
- April 28.* GEORGE K. KELT, while walking upon the track near Allen's creek bridge, was struck by the engine of an express train and killed.
- April 29.* GEORGE A. BARTHOLEMEW was killed by a collision between a freight train moving east and a wood train moving west, near the half-way station between Auburn and Syracuse. He got upon the engine of the freight train without the consent of the engineer.
- May 4.* MARY ANN BEASLEY, while walking upon the track in Buffalo, was run over by a train, and had one of her legs broken.
- May 9.* WILLIAM A. REED, while standing upon the track at Little Falls, waiting for a train to pass eastward, was run over and killed by a train moving westward.
- May 19.* NATHAN KINSLEY was found dead near the track, between Syracuse and Warner's station. It was ascertained that he had been a passenger in the sleeping car of a train going eastward; had gone out upon the platform partly dressed, and fell or jumped therefrom.
- May 22.* PATRICK DRUMGOOD, while sitting asleep upon the track near Seneca Falls, at night, was struck by the engine of an express train and injured.
- May 26.* CHARLES H. SMITH, an employee, while standing upon one of the side tracks in the freight yard at Syracuse, was struck by a moving car, which ran over him, causing his death.

- May 27.* ISAIAH HARRINGTON, while standing upon the track at Churchville station, was struck by the engine of a moving train and killed.
- May 27.* SETH PENNY was found dead near the track at the railroad bridge, over the Erie canal at Rome. It is supposed that he was killed by a passenger train, which had passed a short time previously.
- May 28.* CHAUNCEY KETCHUM, while walking upon the track near Weedsport, was struck by the engine of a work train and slightly injured.
- June 2.* ROBERT HEWLETT, got under a stock train, which was taking in water at Jordan station, was killed by the moving of the train.
- June 4.* MRS. L. A. MIX and R. SAUNDERS, passengers, were slightly injured, by reason of a car being thrown from the track at Rochester, by the breaking of a shaft.
- June 8.* ARTHUR LYNESS, an employee, fell from the emigrant train, about three miles east from Schenectady, and was killed.
- June 8.* LOCOMOTIVE No. 33, drawing the second steamboat train west, exploded about four miles east of Syracuse, killing JAMES GREEN, the engineer, THOMAS HIGGINS, fireman, and JOSEPH MARCY, a passenger. The following named passengers were also injured, some slightly, and others more or less severely, viz.: MRS. HENRY B. MILLER, her daughter, SOPHIA MILLER, and her son, MARTIN J. MILLER, Mr. and Mrs. AZARIAH SANDERS, Mrs. N. S. SWAN, Mrs. MARGARET GIBBONS, MICHAEL DERYRE, JOSEPH YOUNG, WILLIAM MANN, M. J. CURRY, CYRUS MOORE, S. M. BAYLIS, Mrs. CAROLINE NICHOLS, and CAROLINE and JENNY, her daughters, A. P. CURTISS, OSCAR LITTLE, EDWARD DAVIS and JOHN DOOLEY; C. S. CARNER, a brakeman on the train was also injured.
- June 14.* DAVID SLOAT, in attempting to drive over the track at Gates crossing, near West Bloomfield, in front of an approaching train, had his wagon struck by the engine, slightly injuring him and his wife, and killing MRS. KARKAY and CHILD, who were in the wagon with him.
- June 22.* PATRICK KELLY, an employee, in attempting to jump upon an engine in motion, at Buffalo, fell upon the track and was killed.
- July 2.* DONALD McDONELL, a lad aged about fourteen years, in attempting to get upon a moving freight train at Medina, was thrown upon the track and so much injured as to cause his death.
- July 8.* CHARLES PEASE, an employee, jumped from a moving passenger train at the Broadway crossing in Albany, and so injured one of his legs as to render amputation necessary.
- July 8.* JAMES BUCKELHURST, an employee, in attempting to get upon a moving engine in Albany, fell, and the engine passed over one of his legs, rendering amputation necessary.

- July 8.* JAMES WISE, in attempting to drive over the track at the Sacandaga road crossing, near Schenectady, in front of an approaching train, had his wagon struck by the engine, and he and his wife were thrown out and killed.
- July 14.* CLARENCE WAGGONER, a colored boy, caught hold of one of the cars of a moving passenger train at Waterloo station, and was thrown under the wheels, which cut off one of his legs.
- July 14.* MRS. MARY MCCANN, while walking upon the track near the canal bridge, west of Syracuse, was struck by the engine of a moving stock train, cutting off one foot and so much injuring the other leg as to render amputation necessary.
- July 15.* THOMAS F. STONE was found dead upon the track, about four miles west of Syracuse. It is supposed that while intoxicated he laid down upon the track, fell asleep, was run over and killed.
- July 23.* EMMA LUGENSTAND, while walking upon the track, about four miles east of Buffalo, was struck by a moving engine and killed.
- July 30.* JAMES MCGESLEFF, an employee, while walking upon the track, near Schenectady, was struck by a moving engine and killed.
- August 1.* CARLTON SHAW, a lad, aged about fourteen years, while walking upon the track at Buffalo, was struck by the engine of a moving train and killed.
- August 5.* JAMES MOUNTAIN, an employee, fell from a gravel car upon the track at Palmyra station, and was so badly injured as to cause his death.
- August 6.* JAMES LARKIN, an employee, was found dead upon the track at the road crossing near Palmyra station. It is supposed that while lying asleep upon the track he was struck by the engine of an express passenger train and killed.
- August 8.* JAMES BOYD and WILLIAM DAILEY, in attempting to cross the track with horses and wagon, at the first road crossing east of Farmington, in front of an approaching passenger train, were struck by the engine and somewhat injured.
- August 11.* MICHAEL A. RAY, while on a hand car on the track near Savannah station, was struck by the engine of an approaching train and had one of his legs broken.
- August 16.* WARNER WILSON, an employee, while standing upon the track in Albany, was struck by a moving car, causing his death.
- August 17.* W. H. ELDRIDGE, an employee, while coupling cars at Syracuse, was so badly injured as to cause his death.
- August 18.* DAVID H. LEE, a passenger, while standing upon the top of a car of a train in motion, near Geddes, was struck by a wire of the Telegraph Company, cutting his lip and chin.

- August 18.* EUGENE MCCARTHY, an employee, while standing on the top of a car of a train in motion, near Geddes, was struck by a wire of the Telegraph Company, and slightly injured.
- August 24.* JOSEPH BENZLEY, in attempting to steal a ride between two cars of a freight train, fell upon the track at Herkimer station, and was so much injured as to cause his death.
- August 26.* GEORGE JEWELL, an employee, in attempting to jump from a car of a moving train, in Buffalo, fell, and was so badly injured as to cause his death.
- August 27.* WILLIAM BALLING, an employee, while at work upon the side of the track in Rochester, stepped back upon the track, was struck by an approaching engine, and killed.
- August 30.* AN UNKNOWN MAN was found dead upon the track near Genesee street crossing, in Geddes.
- August 31.* FREDERICK STINFALT, an employee, while at work on the track, near Bergen station, was struck by the engine of a moving train and killed.
- September 7.* L. D. COLEMAN, an employee, while standing upon the top of one of the cars of a freight train, was killed by coming in collision with an over crossing bridge near Fonda.
- September 10.* JOHN FOSTER, a lad engaged in peddling, ran up to an approaching train, was caught by the tender of the engine and killed.
- September 17.* JOHN COOK, while driving over the track, at a street crossing in Buffalo, had his wagon struck by a moving train, throwing him out and causing his death.
- September 22.* EDWARD DOWNS and THOMAS BOHAN, employees on the track near Albany, were struck by an engine and killed.
- September 26.* SPERRY OWEN, an employee, was found on the top of a freight car at Skaneateles, badly wounded, by coming in collision with an over crossing bridge.
- September 29.* THOMAS KEIRNS, an employee, engaged in repairing the track near the centre station, between Albany and Schenectady, was struck by an engine and injured.

NAMES AND RESIDENCES

OF THE

DIRECTORS AND OFFICERS OF THE COMPANY.

30TH SEPTEMBER, 1864.

DIRECTORS.

DEAN RICHMOND,	BUFFALO.	NATHANIEL THAYER,	BOSTON.
RICH ^d M. BLATCHFORD,	NEW YORK.	LIVINGSTON SPRAKER,	PAL. BRIDGE.
ERASTUS CORNING,	ALBANY.	CORNELIUS L. TRACY,	TROY.
JOHN H. CHEDELL,	AUBURN.	CHARLES H. RUSSELL,	NEW YORK.
ALONZO C. PAIGE,	SCHENECTADY.	HAMILTON WHITE,	SYRACUSE.
JOHN V. L. PRUYN,	ALBANY.	HENRY H. MARTIN,	ALBANY.
JAMES H. BANKER,		NEW YORK.	

OFFICERS.

DEAN RICHMOND,	<i>President,</i>	BUFFALO.
RICH ^d M. BLATCHFORD,	<i>Vice-President,</i>	NEW YORK.
JOHN V. L. PRUYN,	<i>General Counsel and Treasurer,</i>	ALBANY.
EDWIN D. WORCESTER,	<i>Assistant Treasurer,</i>	ALBANY.
ROBERT L. BANKS,	<i>Secretary,</i>	ALBANY.

Officers in Charge of the Line.

CHAUNCEY VIBBARD,	<i>General Superintendent,</i>	ALBANY.
GEORGE E. GRAY,	<i>Chief Engineer,</i>	ALBANY.
SOLOMON DRULLARD,	<i>General Freight Agent,</i>	ALBANY.
EDWARD F. FOLGER,	<i>" Passenger Agent,</i>	ALBANY.
HENRY UNDERWOOD,	<i>Supply Agent.</i>	ALBANY.

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i>	ALBANY.
EZRA FOSTER, JR.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady, " "</i>	TROY.
ZENAS C. PRIEST,	<i>Schenectady and Syracuse " "</i>	UTICA.
WILLIAM G. LAPHAM,	<i>Syracuse and Rochester, " "</i>	SYRACUSE.
HARLOW W. CHITTENDEN,	<i>Rochester, Buffalo & Niag. Falls Division,</i>	BUFFALO.

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW YORK CENTRAL RAILROAD COMPANY,
ALBANY, DECEMBER 13TH, 1864.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed)

D. RICHMOND,
President.

(Signed)

C. VIBBARD,
General Superintendent.

THE NEW YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1864.

To Expenses of Maintaining and Operating Road,.....	\$9,346,184 36	By Balance, September 30, 1863,	\$3,765,243 35
" Coupons and Interest,	1,026,765 38	" Passenger Receipts,	\$3,923,151 80
" Dividend No. 21, Feb. 1864, 5 per cent, ..\$1,218,450 00		" Freight, "	8,543,370 55
" Dividend No. 22, Aug. 1864, 4 per cent, .. 975,400 00		" Mail, "	95,790 00
" U. S. Tax on same,..... 85,323 50		" Miscellaneous, "	435,577 48
	2,279,173 50		12,997,889 83
" Future Income: amount of one year's contribution to Debt Certificate Sinking Fund, transferred to Current Income Account,.....	111,182 38		
" Rent of the Niagara Bridge and Canandaigua Railroad, .	60,000 00		
" U. S. Tax on Earnings (see note at foot of page 23),...	84,959,88		
" Balance, September 30th, 1864,	3,854,867 68		
	\$16,763,133 18		\$16,763,133 18
		By Balance, September 30th, 1864,	\$3,854,867 68

THE NEW YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1864.

Railroad and Equipment, .....	.....	\$32,879,251 38	Capital Stock, .....	.....	\$24,386,000 00
Cash in Banks,	\$135,131 38		Funded Debt Albany & Schen'dy R. R. Co., \$100,000 00		
Passenger and Freight Agents; Balances, since remitted	848,134 43	983,265 81	“ “ Schen'day & Troy R. R. Co., 100,000 00		
			“ “ Buffalo & Rochester R. R. Co., 24,920 59	\$224,920 59	
Buffalo and State Line Railroad Company Stock,	\$542,300 00		Debt Certificates,	\$6,917,597 83	
Troy Union Railroad Company Stock,	62,150 00		Bonds for Railroad stocks,	663,000 00	
Hudson River Bridge Company Stock,	108,495 00	712,945 00	“ Real Estate,	165,000 00	
			“ Funding Debts of old Comp's, 1,398,000 00		
Future Income; Proportion of Debt Certificates, &c.,			Bonds to Buffalo & Niag. Falls R. R. Co., 78,000 00		
chargeable to the Income of the Company, pursuant			Bonds, Convertible, due 1876,	604,000 00	
to the Consolidation agreement, from September 30,			Bonds and Mortgages,	235,823 15	
1864, to May 1, 1883,		6,995,597 83	Bonds due 1887,	2,925,000 00	12,986,420 98
Fuel and supplies; surplus beyond \$1,000,000,		491,756 04	Bills Payable,		52,568 26
Bills Receivable,	\$150,046 91		Unclaimed Dividends,	\$5,140 76	
General Post-Office Department,	23,923 89		Expenses of operating the road; paid in October,	380,824 14	
Real Estate (Buffalo and Niagara Falls R. R. Co.), ...	32,500 00		Coupons and interest; accrued to September 30th,	349,041 50	
“ (Oliver Lee & Co.'s Bank),	6,712 50	213,183 30	United States, Tax account,	36,215 45	771,321 85
		\$42,275,999 36	Income account; Balance September 30, 1864,		3,854,867 68
					\$42,275,999 36

STATEMENT AS TO FREIGHT BUSINESS,
FROM 1854 TO 1864, BOTH INCLUSIVE.

YEARS.	TONNAGE.								DESTINATION.					RECEIPTS.			CENTS PER TON PER MILE.
To 30th Sept'br.	Products of the Forest.	Products of Animals.	Vegetable Food.	Other Agricul'tl Products.	Manu- factures.	Merchan- dise.	Other Articles.	TOTAL.	Going West.	Going East.	Through.	Way.	MILEAGE.	For Through Freight.	For Way Freight.	TOTAL.	
1854,..	45,530	115,417	156,204	10,935	52,244	94,643	74,832	549,805	-----	-----	-----	-----	-----	-----	-----	\$2,479,820	----
1855,..	37,971	131,224	244,605	9,792	60,140	105,312	81,029	670,073	-----	-----	-----	-----	90,605,836	\$1,289,706	\$1,720,293	3,009,999	3. 02
1856,..	29,547	161,807	283,027	20,068	72,732	127,231	81,700	776,112	217,853	558,259	253,288	522,824	145,733,678	2,226,451	2,083,800	4,310,251	2. 95
1857,..	31,468	180,852	275,941	18,989	75,731	177,708	78,102	838,791	257,484	581,307	292,877	545,914	145,873,776	2,518,785	2,040,489	4,559,274	3. 12
1858,..	24,368	172,076	301,507	18,373	47,939	134,482	66,662	765,407	186,357	579,050	312,408	452,999	142,691,178	2,125,726	1,574,543	3,700,269	2. 59
1859,..	35,154	204,167	249,751	30,096	57,036	178,782	79,333	834,319	263,392	570,927	348,079	486,240	157,136,000	1,995,572	1,341,576	3,337,148	2. 13
1860,..	42,305	223,362	343,872	39,169	77,256	201,587	100,632	1,028,183	297,925	730,258	412,526	615,657	199,231,392	2,479,507	1,616,425	4,095,933	2. 05
1861,..	39,310	251,964	441,562	47,341	80,597	192,583	113,945	1,167,302	286,274	881,028	551,897	615,405	237,392,944	3,160,791	1,503,657	4,664,448	1. 96
1862,..	39,479	359,020	469,885	45,245	92,123	243,105	138,576	1,387,433	323,305	1,064,128	777,190	610,243	296,963,492	4,873,642	1,728,488	6,602,130	2. 22
1863,..	58,829	395,876	405,380	72,467	88,965	310,275	123,812	1,449,604	405,345	1,044,259	824,727	624,877	312,195,796	5,578,793	1,857,116	7,435,909	2. 38
1864,..	87,584	383,000	461,511	57,150	112,267	287,804	167,832	1,557,148	412,986	1,144,162	766,569	790,579	314,081,410	5,711,896	2,758,074	8,469,970	2. 70

THE NEW YORK CENTRAL RAILROAD COMPANY.

EARNINGS, MONTHLY, COMMENCING WITH MAY, 1853, THE DATE OF THE CONSOLIDATION.

YEARS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1853, ....	.....	.....	.....	.....	\$419,287 20	\$375,040 99	\$330,794 80	\$491,546 00	\$581,914 96	\$560,904 51	\$461,729 16	\$446,964 15
1854,	\$335,362 14	\$315,113 40	\$429,277 77	\$501,905 83	510,820 88	476,578 60	425,766 15	520,075 42	646,836 54	649,420 12	567,227 01	432,851 72
1855,	425,037 65	316,274 82	538,257 15	654,268 77	633,381 69	521,436 48	471,217 97	548,008 09	719,070 41	736,421 82	674,941 04	668,902 13
1856,	447,104 30	381,802 14	521,199 87	717,917 21	710,554 80	651,870 70	624,605 09	697,857 54	873,817 59	950,379 99	750,928 19	687,576 71
1857,	460,552 14	458,139 83	687,979 99	713,988 04	655,256 61	571,536 42	565,340 67	663,085 87	862,516 95	647,286 23	615,367 01	646,192 49
1858,	430,375 86	390,430 67	537,857 87	668,424 73	510,197 42	432,195 40	458,663 80	538,048 16	653,373 06	653,660 81	600,919 81	510,424 64
1859,	380,348 68	370,544 36	509,210 54	478,562 63	409,627 84	447,813 16	504,217 40	591,919 97	743,598 98	709,671 26	637,792 13	520,396 27
1860,	387,128 14	402,530 38	561,078 49	585,140 94	551,699 52	495,942 82	544,494 07	692,382 21	868,984 78	811,457 62	730,736 93	523,046 54
1861,	489,065 04	420,792 98	627,050 56	689,688 38	677,073 25	558,742 90	523,137 58	562,075 67	696,174 61	927,036 06	952,960 59	872,985 69
1862,	749,162 51	631,956 59	710,814 31	770,223 48	736,114 51	610,417 38	749,571 00	752,841 37	892,744 28	1,018,375 04	968,228 21	1,002,797 59
1863,	920,272 42	790,166 78	867,590 45	911,397 22	839,126 20	841,164 51	818,512 08	840,449 88	1,079,551 00	1,041,521 88	1,045,401 01	1,074,699 91
1864,	921,830 97	936,586 64	1,059,028 49	1,105,663 74	1,004,435 53	1,029,736 00	1,055,793 06	1,273,116 72	1,450,075 88	.....	.....	.....

EARNINGS IN OCTOBER AND NOVEMBER, 1863 AND 1864, PARTLY ESTIMATED FOR 1864.

MONTHS.	1863.	1864.	INCREASE.
October,	\$1,041,521 88	\$1,203,764 03	\$162,242 15
November,	1,045,401 01	1,169,642 02	124,241 01
Total,	\$2,086,922 89	\$2,373,406 05	\$286,483 16

ADDITIONAL STATEMENTS.

During the year there has been charged to Construction account, for land for additional Freight and Cattle accommodations, principally at Albany and Buffalo, \$139,183.36.

All the other expenditures during the year have been charged to Transportation Expenses, and include, besides the ordinary items of general repairs, the following :

The addition of 2 locomotive engines and 601 cars to the equipment. The addition of 6.36 miles to the second track between Syracuse and Rochester, and 3.92 miles to the sidings and turnouts at various points along the line. The cost of erections and improvements at cattle yards at Buffalo and Suspension Bridge. Enlargements and improvements to depot buildings at Rome, Buffalo and Niagara Falls. The substitution of an embankment and culvert for the wooden bridge (five spans of 109 feet each) at Allen's Creek. The completion of a stone arch and earth filling over Canal Basin at West Troy. The construction of an iron bridge over the Erie Canal at Rome, and material for and part construction of iron bridge over the Erie Canal at Schenectady.

The length of Iron Bridging now upon the line, reduced to single track, amounts to 5,299 $\frac{8}{12}$ feet.

The renewal of Iron Rails, during the year, amounted to 13,308 tons, equal to 133.43 miles of single track; the number of ties renewed during the same period was 284,394.

The amount of Income used for the Construction and Investment accounts, to the close of the year, was \$2,990,452.64, as shown by the following statement :

Construction account,	\$32, 879, 251	38
Investment,	712, 945	00
	<hr/>	
	\$33, 592, 196	38
Capital stock,	\$24, 386, 000	00
Funded Debt, less Debt Certificates and Bonds to Buffalo and Niagara Falls Rail Road Company, for premiums allowed at consolidation,	6, 215, 743	74
	30, 601, 743	74
	<hr/>	
	\$2, 990, 452	64

The amount of Fuel and Supplies not included in the assets of the Company, as shown by the inventory and balance sheet herein contained, is \$1,000,000.00.

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ANNUAL REPORT

OF



THE NEW YORK CENTRAL RAILROAD COMPANY,

*38571
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Pamf.*

FOR THE

Year ending September 30th, 1865.

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

WEED, PARSONS AND COMPANY, PRINTERS.

ANNUAL REPORT

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY

Year ending September 30th 1915

STATE ENGINEERS AND SURVEYORS

STATE OF NEW YORK

ORDER THE ACT CHARTER NO. 107 OF 1901



ANNUAL REPORT

OF



THE NEW YORK CENTRAL RAILROAD COMPANY,

FOR THE

Year ending September 30th, 1865.

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1865.

STATE OF NEW YORK

City and County of Albany

That I, the undersigned, being of the County of Albany, State of New York, do hereby certify that the following is a true and correct copy of the report of the Board of Health, as the same appears from the records of the Board of Health, and that the same is true and correct according to the best of my knowledge and belief.

S. S.

32-23079

Attest: H. W. CHITTENDEN, Clerk of the Board of Health.

Subscribed and sworn to before me, this 11th day of October, 1905.

(Signed) J. H. HARRIS, Notary Public.

Commissioner of Health

STATE OF NEW YORK, }
CITY AND COUNTY OF ALBANY, } ss

DEAN RICHMOND, President of THE NEW YORK CENTRAL RAILROAD COMPANY, and HARLOW W. CHITTENDEN, General Superintendent of the operations of the said Road, being severally sworn, each for himself deposes and says, that the statements in the annexed Report, signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) D. RICHMOND.

(Signed) H. W. CHITTENDEN.

Subscribed and sworn to before)
me, this 11th day of Decem-)
ber, 1865,)

(Signed) J. STERNBERGH,

Commissioner of Deeds.



REPORT

OF THE NEW YORK CENTRAL RAILROAD COMPANY TO THE STATE ENGINEER AND
SURVEYOR OF THE STATE OF NEW YORK, made pursuant to
CHAPTER 140 of the Laws of 1850.

Being for the Year Ending September 30th, 1865.

1. THE AMOUNT OF THE CAPITAL STOCK AS BY CHARTER:

2. THE AMOUNT OF CAPITAL STOCK SUBSCRIBED:

Capital stock, as by last report,	\$24, 386, 000 00
The amount now of capital stock,	24, 591, 000 00

3. THE AMOUNT OF CAPITAL STOCK PAID IN AS BY LAST REPORT,	\$24, 386, 000 00
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4. THE AMOUNT OF CAPITAL STOCK NOW PAID IN,	24, 591, 000 00
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The increase during the year, in Capital Stock, was occasioned by
the conversion of an equivalent amount in 7 per cent bonds, due in 1876.

5. THE FUNDED DEBT AS BY LAST REPORT,	\$13, 211, 341 57
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6. THE TOTAL AMOUNT NOW OF FUNDED DEBT,	14, 627, 442 77
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THE FOLLOWING IS A DETAILED STATEMENT OF THE FUNDED DEBT:

Debt Certificates, or Premium Bonds, issued to Stockholders in 1853, under
the Consolidation Agreement, payable May 1, 1883, with interest at 6 per
cent per annum, payable semi-annually, on 1st May and
November,

\$8, 892, 600 00

Deduct the amount of the Sinking Fund provided for their
payment under the Consolidation Agreement, consist-
ing of \$1,658,100.00 in said Certificates duly cancelled,
\$34,000.00 in U. S. 6 per cent Bonds, \$201,650.24 in U. S.
indebtedness for which Certificates are due, and cash for
amount temporarily uninvested \$308,730.14,

2, 202, 480 38

Carried forward, \$6, 690, 119 62

Brought forward,	\$6, 690, 119 62
Amount outstanding of the debts of the former companies, assumed under the Consolidation Agreement,	100, 000 00
Bonds for funding the principal of the debts assumed for the former Companies, at consolidation, payable August 1st, 1876, interest at 7 per cent per annum, payable semi-an- nually, on 1st February and August, \$1, 780, 000 00	
Less in Sinking Fund cancelled, 382, 000 00	
	<hr/> 1, 398, 000 00
Bonds to Stockholders in Buffalo and Niagara Falls Railroad Company, under the lease of that Company's road, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,.. \$110, 800 00	
Less in Sinking Fund cancelled, 32, 800 00	
	<hr/> 78, 000 00
Bonds for Railroad stock, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November, \$817, 000 00	
Less in Sinking Fund cancelled, 183, 000 00	
	<hr/> 634, 000 00
Bonds for Real Estate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November,..... \$235, 000 00	
Less in sinking Fund cancelled,..... 70, 000 00	
	<hr/> 165, 000 00
Bonds and Mortgages, for Real Estate purchased, with interest at 7 per cent per annum, excepting \$45,550.50, the interest upon which is at 6 per cent per annum,.....	238, 323 15
	<hr/>
Carried forward,	\$9, 303, 442 77

Brought forward,..... \$9, 303, 442 77

Bonds payable August, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August, with convertible privilege at par, till 1st August, 1869,	\$2, 990, 000 00	
Less converted into Capital Stock,	591, 000 00	
	<hr/>	2, 399, 000 00

Bonds payable December, 1887, interest at 6 per cent per annum, payable semi-annually on 15th June and December—issued in renewal of 7 per cent Bonds, due 15th June, 1864,*	\$3, 000, 000 00	
Less in Sinking Fund cancelled,	75, 000 00	
	<hr/>	2, 925, 000 00

Total amount of Funded Debt, September 30th, 1865,...	<u>\$14, 627, 442 77</u>
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7. THE FLOATING DEBT AS BY LAST REPORT:

8. THE AMOUNT OF FLOATING DEBT NOW OUTSTANDING:

9. THE TOTAL AMOUNT NOW OF FUNDED AND FLOATING DEBT:

The Company has no Floating Debt. Its Funded Debt is stated above.

During the year acceptances have been given as heretofore; those outstanding at the close of the fiscal year (amounting to \$38,000.00), have all been paid before the verification of this Report, at the date of which the Company has none outstanding.

10. THE AVERAGE RATE PER ANNUM OF INTEREST ON FUNDED DEBT, is $6\frac{2}{10}\%$ per cent, and all interest, except on Mortgages, is payable in the city of New York.

*Of these Bonds \$87,300.00 in amount had not been presented for payment at the close of the fiscal year—the funds to meet them having been appropriated, they are not included in the statement of debt.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

ON THE 30TH SEPTEMBER, 1856, 1857, 1858, 1859 AND 1860.

	1856.	1857.	1858.	1859.	1860.
Debt Certificates, less amount of Sinking Fund,....	\$8,422,600 00	\$8,260,600 00	\$8,100,000 00	\$7,925,000 00	\$7,745,000 00
Bonds payable in 1864,	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Debts of the former Companies outstanding,	1,052,962 43	880,753 11	657,682 43	637,737 25	550,371 60
Bonds for funding the Debts of the former Companies,	331,000 00	399,000 00	1,256,000 00	1,225,000 00	1,308,000 00
Bonds for Railroad Stocks,	812,000 00	807,000 00	785,000 00	770,000 00	680,000 00
Bonds for Real Estate,	221,000 00	204,000 00	200,000 00	195,000 00	175,000 00
Bonds to Buffalo and Niagara Falls R. R. Company,	103,100 00	93,500 00	93,000 00	90,000 00	86,000 00
Bonds of Buffalo and Niagara Falls R. R. Company,	55,000 00	55,000 00	46,000 00	45,000 00	35,000 00
Bond to Telegraph Company,	10,000 00	10,000 00	10,000 00	10,000 00	
Bonds and mortgages,	286,234 86	265,657 06	254,952 26	254,033 96	253,151 46
Convertible Bonds payable in 1876,				182,000 00	500,000 00
Debts of the former Companies, paid temporarily by this Company, and to be again funded,	508,853 29	656,062 61	2,133 29		
Total amount of Funded Debt,	\$14,802,750 58	\$14,631,572 78	\$14,404,767 98	\$14,333,771 21	\$14,332,523 06
Capital Stock,	24,136,660 69	24,136,660 69	24,182,400 00	24,000,000 00*	24,000,000 00
Total amount of Funded Debt and Capital Stock,	\$38,939,411 27	\$38,768,233 47	\$38,587,167 98	\$38,333,771 21	\$38,332,523 06

* \$182,400.00 in unpaid Capital Stock of Lewiston Railroad Company retired during 1859.

COMPARATIVE STATEMENT OF FUNDED DEBT AND CAPITAL STOCK

ON THE 30TH SEPTEMBER, 1861, 1862, 1863, 1864 AND 1865.

	1861.	1862.	1863.	1864.	1865.
Debt certificates, less amount of Sinking Fund,	\$7,552,000 00	\$7,350,000 00	\$7,146,103 98	\$6,917,597 83	\$6,690,119 62
Bonds payable in 1864,	3,000,000 00	3,000,000 00	2,949,200 00		
Debts of the former Companies outstanding,	263,553 85	257,118 22	253,569 23	224,920 59	100,000 00
Bonds for Funding the Debts of the former Companies,	1,553,000 00	1,498,000 00	1,448,000 00	1,398,000 00	1,398,000 00
Bonds for Railroad Stocks,	680,000 00	663,000 00	663,000 00	663,000 00	634,000 00
Bonds for Real Estate,	166,000 00	165,000 00	165,000 00	165,000 00	165,000 00
Bonds to Buffalo and Niagara Falls Railroad Company,	82,500 00	79,500 00	78,000 00	78,000 00	78,000 00
Bonds of Buffalo and Niagara Falls Railroad Company,	24,000 00	24,000 00	24,000 00		
Bonds and Mortgages,	301,951 65	252,975 15	235,775 15	235,823 15	238,323 15
Convertible Bonds, payable in 1876,	990,000 00	990,000 00	781,000 00*	604,000 00*	2,399,000 00*
Bonds payable in 1887 (to renew Bonds due in 1864),			36,000 00	2,925,000 00	2,925,000 00
Total amount of Funded Debt,	\$14,613,005 50	\$14,279,593 37	\$13,779,648 36	\$13,211,341 57	\$14,627,442 77
Capital Stock,	24,000,000 00	24,000,000 00	24,209,000 00*	24,386,000 00*	24,591,000 00*
Total amount of Funded Debt and Capital Stock,	\$38,613,005 50	\$38,279,593 37	\$37,988,648 36	\$37,597,341 57	\$39,218,442 77

* 7 per cent Bonds due in 1876, converted into Capital Stock:

{ During year ending 30th September, 1863,	\$209,000 00
{ During year ending 30th September, 1864,	177,000 00
{ During year ending 30th September, 1865,	205,000 00
	<u>\$591,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
11. 12. For Graduation and Masonry, . . .	\$6, 777, 106 60	\$6, 777, 106 60
13. 14. For Bridges,	808, 067 91	808, 067 91
15. 16. For Superstructure, including iron, . . .	10, 470, 353 52	10, 523, 003 52
17. 18. For Passenger and Freight Stations, Buildings and Fixtures, . .	1, 411, 520 78	1, 411, 520 78
19. 20. For Engine and Car Houses, Machine Shops, Machinery and Fixtures,	1, 310, 279 87	1, 310, 279 87
21. 22. For Land, Land Damages and Fences,	4, 643, 394 95	4, 754, 113 13
23. 24. For Locomotives and Fixtures, and Snow Ploughs,	2, 351, 466 12	2, 648, 966 12
25. 26. For Passenger and Baggage Cars,	851, 127 81	923, 127 81
27. 28. For Freight and other Cars,	2, 443, 483 34	2, 733, 283 34
29. 30. For Engineering and Agencies, . . .	603, 528 92	603, 528 92
Construction account of the Rochester and Lake Ontario R. R. Co.,	150, 000 00	150, 000 00
Construction account of the Buffalo and Niagara Falls Railroad Co.,	658, 921 56	658, 921 56
Construction account of the Lewiston Railroad Co.,	400, 000 00	400, 000 00
31. Totals, cost of road and equipment, . . .	<u>\$32, 879, 251 38</u>	<u>\$33, 701, 919 56</u>

CHARACTERISTICS OF ROAD.

	Miles.
32. Length of road,	555. 88
33. Length of road laid,	555. 88
34. Length of double track, including sidings,	420. 98
35. Length of branches owned by the Company, laid,	258. 13
36. Length of double track on the same,	2.
37. Weight of rail per lineal yard, on main track,	56 to 80 lbs.
38. The number of locomotive engine houses and shops,	40

Miles.

The length of the main line of road between the termini, that is,
from Albany to Buffalo, 297.75

The length of side, or parallel and branch lines, is as follows :

	Miles.
From Troy to Schenectady,.....	21.
“ Syracuse to Rochester, <i>via</i> Auburn,	104.
“ Batavia to Attica,.....	11.
“ Rochester to Suspension Bridge,	74.75
“ Lockport Junction to Tonawanda,	12.25
“ Rochester Junction to Charlotte,.....	6.88
“ Buffalo to Lewiston,*.....	28.25
	<hr/> 255.13

* A portion of this line, between Tonawanda and Niagara Falls, being parallel with the line of the Niagara Bridge and Canandaigua Railroad Co., leased by this Company as stated below, cars are run, between those points, upon the last named line only.

The total length of the main, side and branch lines, owned by the
Company, is, 555.88

The whole length of the first track, laid on main lines and branches
measuring the length of the road, exclusive of second tracks and
sidings, 555.88

The length of the second track, laid on main lines and branches
(exclusive of sidings and turnouts less than one mile in length),. 268.71

The length of sidings, turnouts and switches laid on main lines and
branches, 152.27

The total length of equivalent single track, laid on main lines and
branches, adding to the length of the first track the length of the
second track, of the sidings and of the turnouts, 976.86

The length of the Niagara Bridge and Canandaigua Railroad, leased
by this Company, is, from Suspension Bridge to Canandaigua,.. 98.46
Sidings, turnouts and switches,..... 3.42

Total length of equivalent single track, 101.88

Weight of rail per lineal yard, on said Road,..... 56 to 62½ lbs.
The number of locomotive engine houses and shops, 3

EQUIPMENT.

	Number.
Number of locomotive engines,	258
Number of first class passenger cars (rated as 8-wheel cars),	206
Number of second class and emigrant cars, " "	78
Number of baggage, mail and express cars, " "	82
Number of freight cars, as follows:	
Wooden Box, (rated as 8-wheel cars),	2, 987
Iron Box, " "	717
Platform, " "	1, 200
	<hr/> 4, 904
Number of gravel cars and other service cars,	350

All the equipment is in good condition. The aggregate increase therein during the year has been 17 locomotive engines, and 340 cars.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

40. Miles run by the passenger trains,	2, 276, 888
41. Miles run by the freight trains,	3, 094, 565
Miles run by the wood, gravel and construction trains,	432, 595
Aggregate miles run by passenger cars in passenger trains,	8, 967, 904
And by baggage, mail and express cars in passenger trains,	3, 202, 409
Aggregate miles run by all cars in passenger trains,	12, 170, 313

42. Average rate of fare charged, viz:

	Cents per mile.
Ordinary fare for first class through passengers,	2
A small variation has, at times, been made on fare for a long line owned by several Companies, or at competing points.	
For first class way passengers,	2
For second class and emigrant through passengers,	1
For second class and emigrant way passengers,	1
Average rate of fare charged for all classes of passengers,	1. 99

The United States Tax (at present $2\frac{1}{2}$ per cent), is collected in addition to fares.

43. Number of passengers (all classes) carried in cars,.....	3, 783, 263
44. Number of miles traveled by passengers (all classes),.....	223, 229, 271
45. Number of tons (2,000 lbs.) of freight carried in cars,.....	1, 275, 299
46. Total movement of freight or number of tons carried one mile,	264, 993, 626

Miles per hour.

47. Average rate of speed adopted by ordinary passenger trains, including stops,	21.
48. Rate of speed of same, when in motion,	28.
49. Average rate of speed adopted by express trains, including stops,	30.
50. Rate of speed of same, when in motion,	35.
51. Average rate of speed adopted by freight trains, including stops,	12.
52. Rate of speed of same, when in motion,	15.

53. Average weight in tons (2,000 lbs.) of passenger trains, ex- clusive of passengers and baggage,.....	110
54. Average weight in tons of freight trains, exclusive of freight,	180

55. The amount of freight in tons :

Of the products of the forest,.....	55, 718
Of animals,	348, 661
Of vegetable food,.....	349, 103
Other agricultural products,	32, 099
Manufactures,.....	71, 484
Merchandise,.....	258, 043
Other articles,.....	160, 191
	<hr/> 1, 275, 299

PASSENGERS—Number of Through and Way, First Class, in each direction for each month.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles travel'd.
October, 1864,	9, 122	169, 729	178, 851	9, 971	160, 103	170, 074	19, 093	329, 832	348, 925	19, 442, 814
November, "	9, 930	152, 506	162, 436	7, 261	121, 286	128, 547	17, 191	273, 792	290, 983	16, 541, 660
December, "	6, 562	133, 481	140, 043	6, 720	124, 933	131, 653	13, 282	258, 414	271, 696	14, 730, 333
January, 1865,	6, 530	111, 810	118, 340	5, 073	100, 769	105, 842	11, 603	212, 579	224, 182	12, 320, 474
February, "	3, 719	95, 828	99, 547	4, 638	92, 635	97, 273	8, 357	188, 463	196, 820	10, 344, 392
March, "	7, 038	139, 505	146, 543	7, 555	122, 727	130, 282	14, 593	262, 232	276, 825	15, 282, 098
April, "	8, 234	139, 274	147, 508	8, 865	127, 169	135, 034	17, 099	266, 443	283, 542	16, 208, 386
May, "	7, 772	134, 237	142, 009	9, 685	122, 890	132, 575	17, 457	257, 127	274, 584	15, 928, 180
June, "	9, 937	157, 654	167, 591	10, 596	142, 336	152, 932	20, 533	299, 990	320, 523	20, 633, 123
July, "	11, 587	204, 587	216, 174	12, 058	188, 338	200, 396	23, 645	392, 925	416, 570	25, 431, 726
August, "	15, 044	211, 661	226, 705	16, 282	183, 385	199, 667	31, 326	395, 046	426, 372	26, 822, 181
September, "	12, 980	209, 281	222, 261	13, 718	196, 903	210, 621	25, 698	406, 184	432, 882	24, 898, 341
	108, 455	1,859,553	1,968,008	112, 422	1,683,474	1,795,896	220, 877	3,543,027	3,763,904	218, 583, 708
Emigrant, for the year,	.....	.....	.....	14, 927	4, 432	19, 359	14, 877	4, 482	19, 359	4, 645, 563 [†]
Total,	108, 455	1,859,553	1,968,008	127, 349	1,687,906	1,815,255	235, 754	3,547,509	3,783,263	223, 229, 271

FREIGHT—Number of Tons of Through and Way, in each direction for each month.

MONTHS.	EASTWARD.			WESTWARD.			AGGREGATE BOTH WAYS.			
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.	Total miles carried.
October, 1864,.....	45,396	39,812	85,208	15,700	16,226	31,926	61,096	56,038	117,134	24,702,234
November, "	48,244	41,829	90,073	14,506	14,819	29,325	62,750	56,648	119,398	25,267,812
December, "	38,468	35,197	73,665	12,689	18,302	30,991	51,157	53,499	104,656	21,431,763
January, 1865,.....	24,341	24,184	48,525	12,393	11,862	24,255	36,734	36,046	72,780	15,119,861
February, "	11,552	14,346	25,898	10,362	9,571	19,933	21,914	23,917	45,831	9,294,380
March, "	20,415	33,421	53,836	11,705	14,634	26,339	32,120	48,055	80,175	15,101,495
April, "	32,546	45,286	77,832	8,438	20,049	28,487	40,984	65,335	106,319	19,726,021
May, "	51,143	37,253	88,396	18,964	19,900	38,864	70,107	57,153	127,260	27,532,348
June, "	53,215	32,467	85,682	12,728	15,239	27,967	65,943	47,706	113,649	25,208,702
July, "	41,000	32,133	73,133	13,593	13,647	27,240	54,593	45,780	100,373	21,584,650
August, "	43,504	48,412	91,916	18,713	17,534	36,247	62,217	65,946	128,163	26,165,413
September, "	46,160	52,213	98,373	34,800	26,388	61,188	80,960	78,601	159,561	33,858,947
Total,	455,984	436,553	892,537	184,591	198,171	382,762	640,575	634,724	1,275,299	264,993,626

**COST OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE YEAR ENDING
SEPTEMBER 30TH, 1865.**

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
56. Repairs of Road-bed and Railway, excepting cost of Iron,	\$1,712,515 23	\$728,416 01	\$984,099 22
57. For depreciation of way.*			
58. Cost of iron (including the cost of chairs and spikes) used in repairs,	1,236,611 36	512,096 08	724,515 28
59. Repairs of buildings,	445,084 15	152,329 17	292,754 98
60. Repairs of fences and gates,	33,309 64	15,140 75	18,168 89
61. Taxes on real estate,	630,889 73	266,768 06	364,121 67
Repairs of Mohawk Turnpike,	3,996 34	1,816 52	2,179 82
62. Totals,	\$4,062,406 45	\$1,676,566 59	\$2,385,839 86

COST OF REPAIRS OF MACHINERY FOR THE YEAR ENDING SEPT. 30TH, 1865.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
64. Repairs of engines and tenders,	\$1,017,775 06	\$397,621 40	\$620,153 66
65. Depreciation of engines and tenders.*			
66. Repairs of passenger and baggage cars,	515,659 96	515,659 96	
67. Depreciation of passenger and baggage cars.*			
68. Repairs of freight cars,	852,727 01	.....	852,727 01
69. Depreciation of freight cars.*			
70. Repairs of tools and machinery in shops, ..	154,102 40	60,046 55	94,055 85
71. Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	68,167 26	25,985 12	42,182 14
72. Totals,	\$2,608,431 69	\$999,313 03	\$1,609,118 66

COST OF OPERATING THE ROAD FOR THE YEAR ENDING SEPT. 30TH, 1865.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
73. Office expenses, stationery, &c.,	\$52,929 91	\$28,870 86	\$24,059 05
74. Agents and clerks,	317,364 29	128,559 70	188,804 59
75. Labor, loading and unloading freight,	490,260 78	.....	490,260 78
76. Porters, watchmen and switch tenders,	281,861 96	128,119 07	153,742 89
77. Wood and water station attendance,	80,930 96	36,786 80	44,144 16
78. Conductors, baggagemen and brakemen, ...	273,284 35	121,266 48	152,017 87
79. Enginemen and firemen,	402,146 35	130,300 89	271,845 46
80. Fuel, cost and labor of preparing for use, ..	1,659,154 59	669,161 18	989,993 41
81. 82. 83. Oil and waste,	269,723 97	122,601 80	147,122 17
84. Loss and damage of goods and baggage, ...	70,222 78	1,874 67	68,348 11
85. Damages for injuries of persons,	49,211 95	31,908 96	17,302 99
86. Damages to property, including damages by fire and cattle killed on road,	10,143 34	4,610 61	5,532 73
87. General superintendence,	86,153 59	39,160 72	46,992 87
88. Contingencies,	168,131 13	66,423 24	101,707 89
89. Totals,	\$4,211,519 95	\$1,509,644 98	\$2,701,874 97

* The Company keeps no such accounts as are indicated in Nos. 57, 65, 67 and 69. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

SUMMARY OF ALL TRANSPORTATION EXPENSES FOR THE YEAR ENDING SEPTEMBER 30TH, 1865, AS SHOWN BY THE PRECEDING TABLES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transportation.	Freight Transportation.
Maintaining Roadway and Real Estate,	\$4,062,406 45	\$1,676,566 59	\$2,385,839 86
Repairs of Machinery,.....	2,608,431 69	999,313 03	1,609,118 66
Operating the Road,	4,211,519 95	1,509,644 98	2,701,874 97
Total,	\$10,882,358 09	\$4,185,524 60	\$6,696,833 49

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

91. 95. From Passengers,	\$4, 521, 454 10
92. 96. From Freight,	8, 776, 027 53
93. 97. From other sources,	678, 042 76
Total,	<u>\$13, 975, 524 39</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

98. For Transportation Expenses, viz. :	
For Passenger Business,	\$4, 185, 524 60
For Freight Business,.....	6, 696, 833 49
	<u>\$10, 882, 358 09</u>
99. For Interest, including interest on Debt	
Certificates held for the Sinking Fund,	\$974, 169 26
For Sinking Funds,	111, 182 38
For Rent of Niagara Bridge and Canandaigua Railroad,	60, 000 00
For U. S. Tax on Earnings,	338, 451 85
	<u>\$1, 483, 803 49</u>
100. For Dividends, viz. :	
No. 23. Feb., 1865, 3 per cent,..	\$731, 730 00
No. 24. Aug., 1865, 3 per cent,..	737, 730 00
U. S. Tax on same,.....	73, 473 00
	<u>\$1, 542, 933 00</u>

Transportation Expenses for the year ending September 30th, 1865, 77.87 per cent of the gross earnings, for the same period.

Net earnings for the year ending September 30th, 1865, \$1, 609, 362.81, equal to 6.24 per cent (and U. S. tax thereon) on the amount of the Capital Stock of the Company.

DETAILS OF EARNINGS FOR THE YEAR ENDING SEPTEMBER 30TH, 1865.

SOURCE.	October.	November.	December.	January.	February.	March.	April.
Through passengers,.....	\$134,525 19	\$102,541 59	\$74,877 91	\$72,785 18	\$61,100 14	\$87,107 04	\$109,492 77
Way passengers,.....	289,500 52	238,352 75	212,816 72	194,197 61	171,881 36	217,390 72	241,120 25
Through freight,.....	524,685 58	550,393 25	488,463 82	388,369 14	234,996 03	338,492 14	530,767 71
Way freight,.....	258,432 84	275,308 26	276,303 70	198,794 50	123,672 68	283,404 63	393,872 26
Mail transportation,.....	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50
Express,.....	10,400 00	10,000 00	10,400 00	10,000 00	9,600 00	10,800 00	10,000 00
Rents, storage, use of en- gines and cars, and other earnings,..... }	1,586 42	2,926 83	45,984 26	85,740 37	4,148 62	10,482 27	53,498 62
Total,.....	\$1,227,113 05	\$1,187,505 18	\$1,116,828 91	\$957,869 30	\$613,381 33	\$955,659 30	\$1,346,734 11

EARNINGS—(Continued).

SOURCE.	May.	June.	July.	August.	September.	Total.
Through passengers,.....	\$107,474 76	\$129,132 98	\$156,931 26	\$193,677 42	\$154,576 64	\$1,384,222 88
Way passengers,.....	213,291 37	281,946 57	320,214 27	383,890 73	372,628 35	3,137,231 22
Through freight,.....	603,181 66	459,939 06	422,152 45	552,041 49	578,363 14	5,671,845 47
Way freight,.....	257,310 95	185,855 21	177,893 80	260,439 79	289,293 44	2,980,582 06
Mail transportation,.....	7,982 50	7,982 50	7,982 50	7,982 50	7,982 50	95,790 00
Express,.....	10,800 00	10,400 00	10,000 00	10,800 00	10,400 00	123,600 00
Rents, storage, use of engines and cars, and other earnings,..... }	55,479 80	57,445 15	66,849 84	86,920 06	111,190 52	*582,252 76
Total,.....	\$1,255,521 04	\$1,132,701 47	\$1,162,024 12	\$1,495,751 99	\$1,524,434 59	\$13,975,524 39

* This includes some transportation of U. S. troops which were not classified in Passengers.

STATEMENT

OF EARNINGS FROM PASSENGERS, FREIGHT AND ALL OTHER SOURCES, FOR THE YEARS ENDING SEPTEMBER 30TH, FROM 1853, to 1865, BOTH INCLUSIVE.

FOR THE YEARS ENDING	PASSENGERS.	FREIGHT.	OTHER SOURCES.	TOTAL.	INCREASE.	DECREASE.
September 30, 1853,...	\$2, 829, 668 74	\$1, 835, 572 25	\$122, 279 18	\$4, 787, 520 17		
September 30, 1854,...	3, 151, 513 89	2, 479, 820 66	286, 999 95	5, 918, 334 50	\$1, 130, 814 33	.....
“ “ 1855,...	3, 242, 229 19	3, 189, 602 90	131, 749 05	6, 563, 581 14	645, 246 64	.....
“ “ 1856,...	3, 207, 378 32	4, 328, 041 36	171, 928 50	7, 707, 348 18	1, 143, 767 04	.....
“ “ 1857,...	3, 147, 636 86	4, 559, 275 88	320, 338 67	8, 027, 251 41	319, 903 23	.....
“ “ 1858,...	2, 532, 646 55	3, 700, 270 44	295, 495 71	6, 528, 412 70	.....	\$1, 498, 838 71
“ “ 1859,...	2, 566, 369 71	3, 337, 148 36	297, 330 75	6, 200, 848 82	.....	327, 563 88
“ “ 1860,...	2, 569, 265 13	4, 095, 933 53	292, 042 35	6, 957, 241 01	756, 392 19	.....
“ “ 1861,...	2, 315, 932 89	4, 664, 448 92	328, 660 25	7, 309, 042 06	351, 801 05	.....
“ “ 1862,...	2, 389, 724 12	6, 607, 330 96	359, 772 69	9, 356, 827 77	2, 047, 785 71	.....
“ “ 1863,...	2, 930, 341 37	7, 498, 508 95	468, 781 06	10, 897, 631 38	1, 540, 803 61	.....
“ “ 1864,...	3, 923, 151 80	8, 543, 370 55	531, 367 48	12, 997, 889 83	2, 100, 258 45	.....
“ “ 1865,...	4, 521, 454 10	8, 776, 027 53	678, 042 76	13, 975, 524 39	977, 634 56	.....
Twelve years,	\$36,497,643 93	\$61,779,780 04	\$4, 162, 509 22	\$102,439,933 19	\$9, 188, 004 22	.....

VALUE OF FUEL AND SUPPLIES ON HAND, SEPTEMBER 30, 1865.

Wood,.....	Cords,	208, 768	\$1, 041, 752 32
Coal,	Tons,	28, 322	169, 932 00
Oil,	Gallons,	8, 337	8, 559 60
Rails,.....	Tons,	11, 153	334, 590 00
Chairs, cast,		17, 137	8, 532 61
Chairs, wrought,		8, 493	5, 453 96
Frogs,		266	7, 014 77
Spikes, nails and rivets,.....	Pounds,	231, 350	11, 567 50
Ties,.....		77, 150	23, 145 00
Iron,.....	Tons,	760	60, 800 00
Iron, worked and partly worked,.....	"	457	45, 700 00
Copper and brass, partly worked,	Pounds,	171, 118	51, 335 40
Lumber,	Feet,	6, 127, 824	110, 394 67
Lumber, framed and worked,			4, 788 00
Materials for repairing road and bridges,.....			4, 294 91
Engine driving wheels,		18	1, 530 00
Truck and car wheels on axles,	Pairs,	941	41, 705 12
Truck and car wheels,		3, 246	53, 459 00
Engine, truck and car axles,.....	Pounds,	405, 422	28, 379 54
Steel and steel springs,.....	"	548, 409	65, 809 08
Engine and car castings,.....	"	1, 038, 200	41, 528 00
Road castings,.....	"	161, 716	4, 851 48
Lumber and nails for fences,			1, 138 84
Paints and oils,			7, 623 00
Rubber goods,			2, 533 53
Car trimmings,			15, 140 82
Glass,.....			1, 692 23
Scrap iron and steel,.....	Tons,	290	11, 600 00
Other articles,			8, 781 80
Total,			<u>\$2, 173, 633 18</u>

ACCIDENTS.

102. The number of persons injured in life or limb, the cause of the injury, whether passengers, persons employed, or others, and whether the persons reported as injured, survived or died.

CAUSES OF THE INJURY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from the cars,.....	1	.....	3	2	.....	.....	4	2
Jumping on or off the trains or engines while in motion,.....	.....	1	.....	2	3	2	3	5
Walking, standing, lying, sitting, or being upon the track,.....	.....	.....	1	.....	18	4	19	4
At work on or near the track, or in making up or detaching trains,.....	.....	.....	7	.....	.....	.....	7	.....
Trains thrown from or running off the track,.....	1	41	2	1	.....	.....	3	42
Striking bridges,.....	1	.....	1	.....	.....	.....	2	.....
Explosion of engine,.....	.....	.....	1	.....	.....	.....	1	.....
Collision of trains,.....	.....	.....	1	4	.....	.....	1	4
Total,	3	42	16	9	21	6	40	57

STATEMENT

OF THE DATE OF EACH ACCIDENT, THE PLACE WHERE IT OCCURRED, THE TRAIN, THE CAUSE, THE EXTENT OF THE INJURIES RESULTING, AND THE NAMES OF THE PERSONS INJURED, AS FAR AS THE SAME CAN BE GIVEN FROM THE INFORMATION IN POSSESSION OF THE COMPANY.

1864.

October 10. PATRICK DOYLE, while walking on the track near Genesee street, in Buffalo, was run over by a Lewiston train and killed.

October 17. GEORGE CULVER, a brakeman, fell from a freight train near Brockport, was run over and killed.

October 18. JOHN GARRETY, while walking on the track at Platt street crossing, in Rochester, was run over by a Niagara Falls train, and injured so that he died soon after.

October 27. PATRICK CARRY, a laborer, in attempting to get upon an engine which was backing on a branch at West Albany, was thrown down, run over and injured so that he died the next day.

November 1. A. AVERY went into the station building at Ilion, leaving a horse standing, unfastened, at the door; the horse became frightened by a passing work train and ran upon the track; and in endeavoring to secure him, Avery was thrown under the cars, injuring his right arm so that it had to be amputated.

November 2. CHARLES MURPHY, a fireman, fell from the engine of a stock train while passing East Palmyra, breaking a leg and receiving other injuries.

November 5. CHRISTIAN SHILLING, a laborer, in attempting to pass from a car of a wood train to the engine, while the train was in motion near West Albany, fell upon the track, was run over and killed.

November 12. HANNAH COONEY, while walking upon the track about three miles west of Palmyra, was run over by a freight train and killed. She paid no attention to the signals that were given, and was supposed to be intoxicated.

November 15. A work train moving west, was overtaken and run into, about a mile and a half east of Skaneateles, by an express passenger train. As the latter was running upon its regular time, the conductor and engineer of the work train were entirely to blame for not keeping out of the way, and they were dismissed the service of the Company. SANFORD HARTMAN, the engineer of the passenger train, was killed; and HARRISON WAGNER, baggageman, had an arm broken; JACOB CORNO, JOHN UHON, JACOB DRIES, and six others, employees on the work train, were injured to a greater or less extent.

November 22. JOHN LAW, a returned soldier, who had been wandering about the yard in Syracuse, intoxicated, was found lying near the track with his arm crushed by having been run over by a train.

December 3. TIMOTHY DOODY and STEPHEN BURNS, employees, were run over, at the cattle yards in Buffalo, by an engine that was backing; the former was killed, and the latter injured so that he died.

December 16. JOHN RAHILL, an employee, while shoveling snow from the north track in the rock cut east of West Albany, in order to avoid a gravel train moving west, passed over to the south track just in front of the Buffalo express train moving east, was run over and killed.

December 20. E. E. INGERSOLL was crossing the track, near Phelps, in a carriage, which was struck by the engine of the N. Y. express train moving east, overturning it, and bruising and cutting Ingersoll about his head and leg. He supposed the train had passed, and being deaf did not hear its approach.

December 31. J. FOWLER, a telegraph operator, got upon a freight train at Palmyra, and when passing Lyons, he jumped off and injured his leg seriously. Before he got upon the train, he was informed by the brakeman that it would not stop at Lyons, and as he passed out on the platform just before reaching that place, he was cautioned by the conductor against endeavoring to get off.

1865.

January 9. ORSON WEST, while standing on a branch track, at Albion, behind a freight car which hid him from view, was thrown down, from the car being put in motion by other cars passed on the branch, was run over and killed.

February 23. CHARLES E. RAYMOND, H. W. SMITH, GEORGE POTTER, JOHN THOMPSON, MRS. GEORGE WOOD and MRS. ROSANNA REYNOLDS were somewhat bruised or slightly cut, by the Cleveland express train, moving east, being thrown from the track about a mile and a half west of Jordan, by the breaking of a rail.

February 25. ANDREW SMITH, a brakeman, was killed by striking against the Johnstown and Fultonville bridge, under which his train was passing.

March 23. The Cleveland express train, moving east, ran over a broken rail, about six miles east of Rome, and four passenger cars were thrown from the track. Owing to heavy and long continued rains, the road had, for about a week, been completely submerged for a number of miles, and at the time of the accident the water had subsided only sufficiently to expose the head of the rails, leaving the ties still covered. The water adjacent was from five to six feet deep, into which one of the cars fell. REV. CHARLES STARR was drowned, and CHRISTOPHER HIGGINS, an aged and infirm man, died from the shock caused by being thrown into the water; JAMES H. WARD, conductor of the train, FRANK ALLEN and A. B. DELERAND, were considerably injured, and about twenty others were somewhat bruised or otherwise slightly injured.

March 30. THOMAS MERRITT, an employee, got off an engine on the north track, at West Albany, and while passing across the south track, was run over, by an engine backing, and killed.

April 3. MATTHEW KENNEDY, an employee, jumped from a moving engine, at West Albany car shops, fell upon the track, was run over and injured in the leg so as to render amputation necessary.

April 10. LOREN W. DOWNING, a fireman, was scalded by the explosion of engine No. 111, at Canandaigua, and subsequently died.

April 10. THOMAS CONNELLY, a boy aged fourteen years, got on a freight train at Genesee street, Syracuse, and in endeavoring to get off, near Chestnut street, was run over and killed.

April 14. WALLACE STERLING was standing on the north track, at East Schuyler, striking with a stick, apparently for amusement, the cars of a freight train, moving east, as they passed him on the opposite track; an express passenger train, moving west on the track upon which he was standing, ran over and killed him.

April 14. TIMOTHY DEWELLY, a brakeman, fell from a freight train moving east, about five miles west of Albany, and was killed.

April 22. MIKE BRADY, a discharged U. S. sailor, while lying intoxicated on the bridge over the gulf, east of Lockport, was run over by the second steamboat express train moving west, and killed.

- May* 8. JAMES PAULETT, an Indian, attempting, while intoxicated, to get upon a train in motion, at Chittenango, fell upon the track and was run over, crushing his legs.
- May* 10. MARY BENNETT, an aged woman, stepping off a train moving slowly, near Port Byron, fell and broke her leg.
- May* 13. JOSEPH MYERS, while walking on the track, about a mile west of Schenectady, was struck by the engine of a moving freight train, and had one of his legs broken.
- May* 15. EDMUND S. DE LANE, a brakeman, was crushed between two freight cars that he was coupling, at Oneida, and died soon after.
- May* 19. WILLIAM A. REED stepped on the track, at Little Falls, in front of a freight train, moving west, and was run over and killed.
- June* 7. MARKS LYDEN, a child aged about two years, while lying on the canal bridge, south of Niagara Falls, was run over and killed.
- June* 13. JUSTUS W. GALE, aged 76, in attempting to drive across the track near Brighton, was struck by the engine of the steamboat express train, moving east, and killed.
- June* 17. The first steamboat train, going west, was thrown from the track about a mile east of Oneida, by expansion of the rails. T. S. OSBORN had an arm broken; MRS. J. M. McALLISTER, MRS. EDW. CHEENEY, MARTIN COOLEY, MRS. MARTIN COOLEY, EMERSON KINNE, MASON P. KINNE, ELBRIDGE KINNE, COLTON J. REED, MRS. J. PALMER, and C. C. COE, were more or less injured — none seriously, as is believed.
- July* 4. SEBASTIAN SCHNEIGER, while walking on the track near North street, Rochester, was run over by an engine backing and killed.
- July* 5. STEPHEN BUSH was found dead on the track near Crescent Station. It is supposed he was run over the night previous by the New York mail train moving west, blood having been found upon the pilot to the engine of that train.
- July* 15. GEORGE I. LANE, one of a detachment of soldiers going to Syracuse, got upon the top of a car and was killed by his head striking against a bridge near Sennett. The soldiers had been cautioned against getting on top of the cars.
- July* 24. EDWARD CLARK, an employee, while on the track at Blakeman's Curve, was run over by a freight train moving west and killed.
- July* 25. BAILY H. WHICHEE, while walking on the track near Lockport was run over by a passing train and killed.
- August* 12. FRANK LAWTON, a brakeman, was killed at Herkimer, by being crushed between two passenger cars he was coupling.

August 15. W. MACOMBER, a brakeman, fell from a freight train, in motion, at Ilion; the cars ran over one foot, injuring it so that amputation became necessary.

August 24. BALTUS FLESH, a boy aged six years, got upon the tender of an engine backing, in Railroad avenue, in Albany, and while attempting to get off, fell upon the track, was run over and killed.

September 2. MATHEW SMITH, a baggageman, was killed near Centre, between Albany and Schenectady, by the baggage car being thrown from the track by the breaking of an axle.

September 3. FERDINAND NETTERMAN, was found dead near the track west of Schenectady. It is supposed he fell off the Cleveland express train moving east.

September 4. THOMAS WALLACE, a track repairer, was run over near Skaneateles and killed.

September 6. JOHN HARWOOD, a fireman, was killed by his engine being thrown from the track, about four miles west of Syracuse.

September 6. J. SPEISSER, while upon the track in Buffalo, was struck by a passing engine and killed.

September 14. S. L. MYERS, while walking on the track near Oriskany, was run over by a train moving east and killed.

September 16. HUGH HOPKINS, a fireman, broke his leg in jumping from the engine of an express train moving east, near Syracuse.

September 20. MARSTON INGRAM, a boy, aged fourteen years, got upon a freight car in a train moving east, fell off, was run over and killed.

September 21. PATRICK DOLLAN stepped upon the track at Schenectady, in front of a baggage car that was being slowly moved in making up a train, was run over and killed.

September 26. JOSEPH PEACOCK, while walking on the track near Shortsville, was run over by the steamboat express train moving east, and killed.

September 26. GLASIUS ADOLPH, while walking on the track near Lancaster, was run over by an engine moving east, and killed.

September 30. The mail train, moving west, was thrown from the track, about two miles east of Auburn, by the breaking of a rail, injuring to a greater or less degree, the following persons: JOHN CORNING, FRANCIS M. WORDEN, MR. and MRS. ALBERT RAISH, EDWIN HUTCHINS, MR. and MRS. L. M. DEAN, JAMES MORGAN, MRS. E. T. THROOP MARTIN, S. HARRIS, MISS MARY SMITH, MRS. W. SCHUTLER, JAMES H. HOSKINS, MRS. FRANK A. SLOAN, JOHN O'CONNOR, OLIVER WILLIAMS, MISS MARY HARDY, CHARLES BALLOU, ——— O'HARA, CYRENUS WHEELER, ——— LIVINGSTON, and about ten others.

NAMES AND RESIDENCES

OF THE

DIRECTORS AND OFFICERS OF THE COMPANY.

December 11th, 1865.

DIRECTORS.

DEAN RICHMOND,	BUFFALO.	NATHANIEL THAYER,	BOSTON.
RICH ^d M. BLATCHFORD,	NEW YORK.	LIVINGSTON SPRAKER,	PAL. BRIDGE
ERASTUS CORNING,	ALBANY.	CORNELIUS L. TRACY,	TROY.
JOHN H. CHEDELL,	AUBURN.	CHARLES H. RUSSELL,	NEW YORK.
ALONZO C. PAIGE,	SCHENECTADY.	HENRY H. MARTIN,	ALBANY.
JOHN V. L. PRUYN,	ALBANY.	JAMES H. BANKER,	NEW YORK.

(One vacancy, caused by the death, within the year, of HAMILTON WHITE OF SYRACUSE.)

OFFICERS.

DEAN RICHMOND,	<i>President,</i>	BUFFALO.
RICH ^d M. BLATCHFORD,	<i>Vice-President,</i>	NEW YORK.
JOHN V. L. PRUYN,	<i>General Counsel,</i>	ALBANY.
EDWIN D. WORCESTER,	<i>Treasurer,</i>	ALBANY.
ROBERT L. BANKS,	<i>Secretary and Assistant Treasurer,</i>	ALBANY.

Officers in Charge of the Line.

HARLOW W. CHITTENDEN,	<i>General Superintendent,</i>	ALBANY.
CHARLES HILTON,	<i>Chief Engineer,</i>	ALBANY.
SOLOMON DRULLARD,	<i>General Freight Agent,</i>	ALBANY.
WILLIAM L. DOYLE,	<i>" Passenger Agent,</i>	ALBANY.
HENRY UNDERWOOD,	<i>Supply Agent,</i>	ALBANY.

Assistant Superintendents.

JULIUS A. SPENCER,	<i>General Superintendent's Office,</i>	ALBANY.
EZRA FOSTER, JR.,	<i>Albany and Schenectady Division,</i>	ALBANY.
THOMAS WALLACE,	<i>Troy and Schenectady " "</i>	TROY.
ZENAS C. PRIEST,	<i>Schenectady and Syracuse " "</i>	UTICA.
WILLIAM G. LAPHAM,	<i>Syracuse and Rochester " "</i>	SYRACUSE.
JAMES TILLINGHAST,	<i>Rochester, Buffalo & Niagara Falls Div.,</i>	BUFFALO.

THE PRINCIPAL OFFICE, AND THE ADDRESS OF THE COMPANY, IS AT ALBANY.

OFFICE OF THE NEW YORK CENTRAL RAILROAD COMPANY,
ALBANY, DECEMBER 11TH, 1865.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and have examined them as far as was practicable, and believe them to be correct.

(Signed)

D. RICHMOND,

President.

(Signed)

H. W. CHITTENDEN,

General Superintendent.

THE NEW YORK CENTRAL RAILROAD COMPANY.

INCOME ACCOUNT.

FOR THE YEAR ENDING SEPTEMBER 30TH, 1865.

To Expenses of Maintaining and Operating Road,.....	\$10,882,358 09	By Balance, September 30, 1864,.....	\$3,854,867 68
“ Coupons and Interest,	974,169 26	“ Passenger Receipts,	\$4,521,454 10
“ Dividend No. 23, Feb., 1865, 3 per cent., \$731,730 00		“ Freight “	8,776,027 53
“ Dividend No. 24, Aug., 1865, 3 per cent., 737,730 00		“ Mail “	95,790 00
“ U. S. Tax on same, 73,473 00		“ Miscellaneous, “	582,252 76
	1,542,933 00		13,975,524 39
“ Future Income: amount of one year's contribution to Debt Certificate Sinking Fund, transferred to Current Income Account,	111,182 38		
“ Rent of the Niagara Bridge and Canandaigua Railroad,.	60,000 00		
“ U. S. Tax on Earnings,.....	338,451 85		
“ Balance, September 30th, 1865,	3,921,297 49		
	\$17,830,392 07		\$17,830,392 07
		By Balance, September 30th, 1865,	\$3,921,297 49

THE NEW YORK CENTRAL RAILROAD COMPANY.

BALANCE SHEET.

FROM GENERAL LEDGER, SEPTEMBER 30TH, 1865.

Railroad and Equipment,.....		\$33,701,919 56	Capital Stock,		\$24,591,000 00
Cash in Banks,	\$172,770 64		Debt Certificates,	\$6,690,119 62	
Passenger and Freight Agents; Balances, since remitted	783,892 29	956,662 93	Bonds for Railroad Stocks,	634,000 00	
			“ Real Estate,	165,000 00	
Buffalo and State Line Railroad Company Stock,	\$542,300 00		“ Funding Debts of old Companies,	1,398,000 00	
Troy Union Railroad Company Stock,	68,950 00		Funded Debt of Schenectady and Troy R. R. Co.,	100,000 00	
Hudson River Bridge Company Stock and Bonds,	438,000 00		Bonds to Buffalo and Niagara Falls R. R. Co.,	78,000 00	
Lake Propeller Stock,	149,041 54		Bonds, Convertible, due 1876,	2,399,000 00	
Bonds of Erie and Pittsburgh Railroad Company,	81,500 00	1,279,791 54	Bonds and Mortgages,	238,323 15	
			Bonds due 1887,	2,925,000 00	14,627,442 77
Future Income; Proportion of Debt Certificates, &c., chargeable to the Income of the Company, pursuant to the Consolidation agreement, from September 30, 1865, to May 1, 1883,		6,768,119 62	Bills Payable,		38,000 00
Fuel and supplies; surplus beyond \$1,000,000,		1,173,633 18	Unclaimed Dividends,	\$5,631 90	
			Expenses of operating the road; paid in October,	451,753 20	
			Compons and interest, accrued to September 30th,	360,492 24	
			United States, Tax account,	79,879 80	897,757 14
Bills Receivable,	\$132,210 57		Income account; Balance September 30, 1865,		3,921,297 49
General Post-Office Department,	23,947 50				
Real Estate (Buffalo and Niagara Falls R. R. Co.),	32,500 00				
“ (Oliver Lee & Co.'s Bank),	6,712 50	195,370 57			
		\$44,075,497 40			\$44,075,497 40

STATEMENT AS TO FREIGHT BUSINESS,

FROM 1854 TO 1865, BOTH INCLUSIVE.

YEARS.	TONNAGE.								DESTINATION.				MILEAGE.	RECEIPTS.			CENTS PER TON PER MILE.
To 20th Sept'br.	Products of the Forest.	Products of Animals.	Vegetable Food.	Other Agricult'l Products.	Manu- factures.	Merchan- dise.	Other Articles.	TOTAL.	Going West.	Going East.	Through.	Way.		For Through Freight.	For Way Freight.	TOTAL.	
1854,...	45,530	115,417	156,204	10,935	52,244	94,643	74,832	549,805	.....	.....	.....	.....	.....	.....	.....	\$2,479,820	....
1855,...	37,971	131,224	244,605	9,792	60,140	105,312	81,029	670,073	.....	.....	.....	.....	90,605,836	\$1,289,706	\$1,720,293	3,009,999	3. 02
1856,...	29,547	161,807	283,027	20,068	72,732	127,231	81,700	776,112	217,853	558,259	253,288	522,824	145,733,678	2,226,451	2,083,800	4,310,251	2. 95
1857,...	31,468	180,852	275,941	18,989	75,731	177,708	78,102	833,791	257,484	581,307	292,877	545,914	145,873,776	2,518,785	2,040,489	4,559,274	3. 12
1858,...	24,368	172,076	301,507	18,373	47,939	134,482	66,662	765,407	186,357	579,050	312,408	452,999	142,691,178	2,125,726	1,574,543	3,700,269	2. 59
1859,...	35,154	204,167	249,751	30,096	57,036	178,782	79,333	834,319	263,392	570,927	348,079	486,240	157,136,000	1,995,572	1,341,576	3,337,148	2. 13
1860,...	42,305	223,362	343,872	39,169	77,256	201,587	100,632	1,028,183	297,925	730,258	412,526	615,657	199,231,392	2,479,507	1,616,425	4,095,933	2. 05
1861,...	39,310	251,964	441,562	47,341	80,597	192,583	113,945	1,167,302	286,274	881,028	551,897	615,405	237,392,944	3,160,791	1,503,657	4,664,448	1. 96
1862,...	39,479	359,020	469,885	45,245	92,123	243,105	138,576	1,387,433	323,305	1,064,128	777,190	610,243	296,963,492	4,873,642	1,728,488	6,602,130	2. 22
1863,...	58,829	395,876	405,380	72,467	88,965	310,275	123,812	1,449,604	405,345	1,044,259	824,727	624,877	312,195,796	5,578,793	1,857,116	7,435,909	2. 38
1864,...	87,584	383,000	461,511	57,150	112,267	287,804	167,832	1,557,148	412,986	1,144,162	766,569	790,579	314,081,410	5,711,896	2,758,074	8,469,970	2. 70
1865,...	55,718	348,661	349,103	32,099	71,484	258,043	160,191	1,275,299	382,762	892,537	640,575	634,724	264,993,626	5,671,845	2,980,582	8,652,427	3. 26

THE NEW YORK CENTRAL RAILROAD COMPANY.

EARNINGS, MONTHLY, COMMENCING WITH MAY, 1853, THE DATE OF THE CONSOLIDATION.

YEARS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1853, ....	.....	.....	.....	.....	\$419,287 20	\$375,040 99	\$330,794 80	\$491,546 00	\$581,914 96	\$560,904 51	\$461,729 16	\$446,964 15
1854,	\$335,362 14	\$315,113 40	\$429,277 77	\$501,905 83	510,820 88	476,578 60	425,766 15	520,075 42	646,836 54	649,420 12	567,227 01	432,851 72
1855,	425,037 65	316,274 82	538,257 15	654,268 77	633,381 69	521,436 48	471,217 97	548,008 09	719,070 41	736,421 82	674,941 04	668,902 13
1856,	447,104 30	381,802 14	521,199 87	717,917 21	710,554 80	651,870 70	624,605 09	697,857 54	873,817 59	950,379 99	750,928 19	687,576 71
1857,	460,552 14	458,139 83	687,979 99	713,988 04	655,256 61	571,536 42	565,340 67	663,085 87	862,516 95	647,286 23	615,367 01	646,192 49
1858,	430,375 86	390,430 67	537,857 87	668,424 73	510,197 42	432,195 40	458,663 80	538,048 16	653,373 06	653,660 81	600,919 81	510,424 64
1859,	380,348 68	370,544 36	509,210 54	478,562 69	409,627 84	447,813 16	504,217 40	591,919 97	743,598 98	709,671 26	637,792 13	520,396 27
1860,	387,128 14	402,530 38	561,078 49	585,140 94	551,699 52	495,942 82	544,494 07	692,382 21	868,984 78	811,457 62	730,736 93	523,046 54
1861,	489,065 04	420,792 98	627,050 56	689,688 38	677,073 25	558,742 90	523,137 58	562,075 67	696,174 61	927,036 06	952,960 59	872,985 69
1862,	749,162 51	631,956 59	710,814 31	770,223 48	736,114 51	610,417 38	749,571 00	752,841 37	892,744 28	1,018,375 04	968,228 21	1,002,797 59
1863,	920,272 42	790,166 78	867,590 45	911,397 22	839,126 20	841,164 51	818,512 08	840,449 88	1,079,551 00	1,041,521 88	1,045,401 01	1,074,699 91
1864,	921,830 97	936,586 64	1,059,028 49	1,105,663 74	1,004,435 53	1,029,736 00	1,055,793 06	1,273,116 72	1,450,075 88	1,227,113 05	1,187,505 18	1,116,828 91
1865,	957,869 30	613,381 33	955,659 30	1,346,734 11	1,255,521 04	1,132,701 47	1,162,024 12	1,495,751 99	1,524,434 59	.....	.....	.....

ADDITIONAL STATEMENTS.

The items charged to Construction account, during the year, have been:

Land: principally at Troy, Syracuse and Buffalo,	\$110,718 18
17 Engines, 18 Passenger and 322 Freight cars added to Equipment,....	659,300 00
5.85 miles of second track on the Syracuse and Rochester direct road,..	52,650 00
	\$822,668 18

The entire main line is now double tracked, except as follows:

From Port Byron to Clyde,	13.09 miles.	} Total,	27.60 miles.
From Rochester to Churchville,	14.51 "		

All the other expenditures during the year (except as shown in the increased value of fuel and supplies) have been charged to Transportation Expenses, and include a very general and thorough overhauling and repairing of the motive power and rolling stock, and of the road-bed and superstructure, the rebuilding of the cattle sheds at Buffalo, and a portion of the car shops at West Albany, which had, respectively, been destroyed by fire, and the rebuilding of the bridge over the Genesee River at Rochester, which had been carried away by the flood in March. The uniformly extreme cold weather in January, February and March, and the unusual fall of snow and rain in the two months last named, caused great general damage and consequent additional expense for repairs, besides materially diminishing the traffic.

The stock of Fuel and Supplies (from the light supply of which during the winter of '64 and '65 some difficulty was experienced) has been increased to a proper standard. The enhanced price of the articles made the *value* of nearly similar *quantities* much greater than formerly, and necessarily involved a larger investment of money to provide for the requirements of the line.

Owing mainly to the great increase in prices, the net result of the business of the year did not afford sufficient means to meet this investment, in order to provide for which, and for the amounts paid on Construction account, and for account of Hudson River Bridge at Albany (the latter \$330,000.00), there was issued, during the year, \$2,000,000.00 in convertible seven per cent bonds, due in 1876. During the same period certain items of debt matured and were paid off, so that, at the close of the fiscal year, the Capital Stock and Funded Debt stood \$1,621,000.00 more than at the close of last fiscal year. Statements showing the amount of Capital Stock and Funded Debt at close of each fiscal year, from 1856 to 1865, will be found on pages 8 and 9.

The Iron Bridge over the Erie Canal at Schenectady, spoken of in last year's Report, has been completed this year. The length of iron bridging now upon the line, reduced to single track, is 5,677 $\frac{1}{2}$ feet.

The renewal of Iron Rails, during the year, amounted to 15,708 tons, equal to 163.62 miles of single track. The number of Ties renewed during the same period was 536,669.

NEW YORK
M. L. SCUDDER, PRNT.
MAR 1 1870
ANNUAL REPORT



OF
FILE NO. 1443

The New York Central Railroad Company

FOR THE

Year ending September 30th, 1869,

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

THE ARGUS COMPANY, PRINTERS.

1870.

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ALBANY:

THE ARGUS COMPANY, PRINTERS.

1870.

NEW YORK CENTRAL R. R. COMPANY.

STATE OF NEW YORK, }
Albany City and County, } *ss:*

DANIEL TORRANCE, Vice-President, and CHARLES WENDELL, Assistant Treasurer, of the New York Central Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

D. TORRANCE.

CHAS. WENDELL.

Subscribed and sworn to before me, }
this 14th day of December, 1869. }

ED. DONAHOE, JR.,

Com. of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$28,795,000 00
Amount of stock subscribed.....	28,795,000 00
Amount paid in, as by last report.....	28,780,000 00
Total amount now paid in of capital stock..	28,795,000 00
Interest certificates	23,036,000 00
Funded debt, as by last report.....	11,458,904 11
Total amount now of funded debt	11,398,425 87
Total amount now of funded and floating debt	11,398,425 87
Average rate, per annum, of interest on funded debt	6.18 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$6,777,106 60	\$6,777,106 60
For bridges	808,067 91	858,067 91
Superstructure, including iron	10,641,003 52	10,641,003 52
Passenger and freight stations, buildings and fixtures	1,486,520 78	1,586,520 78
Engine and car houses, machine shops, machinery and fixtures	1,324,279 87	1,374,279 87
Land, land damages and fences	4,923,390 44	4,923,890 44
Locomotives and fixtures, and snow plows...	3,020,966 12	3,020,966 12
Passenger and baggage cars	923,127 81	923,127 81
Freight and other cars	2,890,783 34	3,686,283 34
Engineering, and agencies	603,528 92	603,528 92
Construction account of the Rochester and Lake Ontario Railroad Company	150,000 00	150,000 00
Construction account of the Buffalo and Niagara Falls Railroad Company	658,921 56	658,921 56
Construction account of the Lewiston Railroad Company	400,000 00	400,000 00
Construction account of the Saratoga and Hudson River Railroad Company	2,000,000 00	2,000,000 00
Total cost of road and equipment	\$36,607,696 87	\$37,603,696 87

CHARACTERISTICS OF ROAD.

Length of road	593.75 miles.
Length of road laid	593.75 "
Length of double track, including sidings..	468 "
Length of branches owned by the company, laid	296 "
Length of double track laid on same	2 "
Weight of rail, per yard, on main track ...	56 to 80 pounds.
Number of engine houses and shops	43
Number of engines	292
Number of first class passenger cars (rated as 8-wheel cars)	205
Number of second class and emigrant passenger cars (rated as 8-wheel cars)	92
Number of baggage, mail and express cars (rated as 8-wheel cars)	94
Number of freight cars (rated as 8-wheel cars)	6,274
Length of main line of road, from Albany to Buffalo	297.75 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains....	2,043,045
Number of miles run by freight trains.....	3,434,273
Number of passengers (all classes) carried in cars	3,932,710
Number of miles traveled by passengers, or number of passengers carried one mile....	206,185,610
Number of tons, of 2,000 pounds, of freight carried in cars.....	2,281,885
Total movement of freight, or number of tons carried one mile	474,419,726
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	20
Rate of speed of same when in motion	26
Average rate of speed adopted by express trains, including stops.....	30
Rate of speed of same when in motion.....	35
Average rate of speed adopted by freight trains, including stops.....	12
Rate of speed of same when in motion.....	15
Average weight in tons, of passenger trains, exclusive of passengers and baggage.....	150
Average weight, in tons, of freight trains, exclusive of freight	180

The amount of freight, specifying the quantity in tons :

Of the products of the forest.....	122,436
Of animals	405,617
Of vegetable food.....	764,831
Other agricultural products	48,523
Manufactures	161,639
Merchandise	291,787
Other articles	487,052
Total	2,281,885

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first class through passengers.....	2 cents.
For first class way passengers.....	2 “
For emigrant through passengers.....	1 “
For emigrant way passengers.....	1 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$1,432,104 79	\$477,368 26	\$954,736 53
Cost of iron and steel rails used in repairs....	1,440,404 10	480,134 70	960,269 40
Allotted to passenger transportation }			
length in feet..... 737,632			
weight in lbs..... 16,653,967 }			
Allotted to freight transportation }			
length in feet..... 1,475,266			
weight in lbs..... 33,307,936 }			
Repairs of buildings.....	169,803 73	56,601 24	113,202 49
Repairs of fences and gates.....	39,955 70	13,318 56	26,637 14
Taxes on real estate.....	450,861 27	150,287 09	300,574 18
Repairs on Mohawk turnpike.....	5,385 09	1,795 03	3,590 06
Totals.....	\$3,538,514 68	\$1,179,504 88	\$2,359,009 80
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$777,906 67	\$259,302 22	\$518,604 45
Repairs of passenger and baggage cars.....	457,881 37	457,881 37	...
Repairs of freight cars	566,608 84	.....	566,608 84
Repairs of tools and machinery in shops.....	102,885 55	34,295 18	68,590 37
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	68,810 03	22,936 67	45,873 36
Totals.....	\$1,974,092 46	\$774,415 44	\$1,199,677 02

EXPENSES.—(CONTINUED).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, &c.	\$42,613 74	\$14,204 58	\$28,409 16
Agents and clerks	286,178 31	105,922 46	180,255 85
Labor, loading and unloading freight	386,449 27	.....	386,449 27
Porters, watchmen and switch tenders.....	330,721 25	110,240 42	220,480 83
Wood and water station attendance.....	72,389 33	24,129 78	48,259 55
Conductors, baggage and brakemen	320,566 68	129,293 70	191,272 98
Enginemen and firemen.....	518,617 70	150,561 52	368,056 18
Fuel, cost and labor of preparing for use.....	1,110,181 37	370,060 46	740,120 91
Oil and waste	207,807 29	69,269 09	138,538 20
Loss and damage of goods and baggage	41,365 02	1,604 50	39,760 52
Damage for injuries of persons.....	21,699 21	19,529 29	2,169 92
Damage to property, including damages by fire and cattle killed on road.....	4,154 42	1,384 81	2,769 61
General superintendence	80,266 59	26,755 53	53,511 06
Contingencies	119,867 86	39,955 95	79,911 91
Totals	\$3,542,878 04	\$1,062,912 09	\$2,479,965 95

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers	\$4,228,470	24
From freight	10,457,581	89
From other sources.....	900,564	26
Total	<u>\$15,586,616</u>	<u>39</u>

2d. Receipts :

From passengers	\$4,228,470	24
From freight	10,457,581	89
Rents, interest, dividends on stock held in other railroad companies, use of engines and cars, work done at shops, telegraph, transportation of mails, and miscellaneous items	900,564	26
Total	<u>\$15,586,616</u>	<u>39</u>

3d. Payments, other than for construction :

For transportation expenses ..	\$9,055,485	18
For interest	894,729	87
For dividends on stock—amount and rate per cent—two of four per cent each.....	2,418,780	00
For dividends on interest certificates— amount and rate per cent—two of four per cent each.....	1,935,024	00
Rents.....	60,000	00
United States tax on earnings.....	107,421	77
Sinking fund.....	111,182	38
Total	<u>\$14,582,623</u>	<u>20</u>

ACCIDENTS.

CAUSE OF THE INJURY.	PASS'GERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from cars or engines.....	4	2	..	..	4	2
Jumping on or off trains or engines while in motion.....	..	2	..	..	3	1	3	3
Walking, standing, lying, sitting or being on the track.....	2	..	20	12	22	12
At work on or near the track, or in making up or detaching trains.....	5	5	..	..	5	5
Trains thrown from or running off the track.....	..	7	..	..	..	..	..	7
Collision of trains.....	..	7	..	..	..	1	..	8
Striking bridges.....	1	..	..	..	1
Total.....	*..	16	11	8	23	14	34	38

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as far as the same can be given from the information in possession of the company :

1868.

October 6. Felix Feasonmyre, an employe, while working in the gravel bed at Manlius, was so badly crushed by a falling rock that he died.

October 8. George Spraker was attempting to cross the bridge, over the track at Fort Plain, in a carriage with his wife, when his horse becoming frightened by an engine standing below, both were thrown out and injured ; Mrs. Spraker had an arm broken.

October 9. Catharine and Sarah Carrigan, while walking upon the track, two miles west of Albany, were struck by an engine and killed.

October 11. Simeon Shoverman, freight brakeman, fell from his train near Black Rock, was run over and killed.

October 14. George Griffin, while sitting upon the track at

* No passengers killed.

Auburn, at night, intoxicated, was struck by an engine, moving east, and killed.

October 14. E. D. Haskins, in attempting to get on an express train, while in motion, at Schenectady, fell, cutting his head and arm badly.

October 21. Libbie Bastido jumped from train while in motion, at Rochester, and, coming in contact with a passenger car of another train, dislocated her shoulder.

October 21. Thomas Mitchell, while attempting to cross in front of a moving train, at Schenectady, fell upon the track, was struck by the engine and killed.

October 22. John H. Mills, a brakeman, fell from the tank, while the engine was taking water at Rome, and seriously injured his back.

October 24. The Buffalo express train, moving east, was thrown from the track, near Yost's by a broken rail; two passengers were injured, Albert T. Ayres, in the breast and back, and Benjamin S. Lefferts, badly burned and cut on his head and leg.

November 6. Catharine Mullin, a child, stepped upon the track in front of a moving engine, near Black Rock, and was badly injured.

November 19. I. N. Coley, an employee, while coupling cars, at Albany, had his hand mashed.

December 3. John Ryan, trackman, fell from a hand car, near Timmerman's Creek, was run over and killed.

December 18. Thomas Merriman, intoxicated, while on the track, near Medina, was struck by an engine and killed.

December 20. An unknown man was found dead beside the track, in Macedon swamp. It is supposed that he was run over by a passing night train.

December 23. Ansel De Bow, while crossing the track, near Canandaigua, in a cutter, was upset in consequence of a plank having been removed from the crossing; he was injured about the head, and had two ribs broken.

December 28. Henry Stevens, a brakeman, was thrown some thirty feet by the explosion of gas in an empty oil tank at Albany and killed.

1869.

January 15. Anthony Smith, while on the track, near Syracuse, in a state of intoxication, was struck by an engine and killed.

January 18. Michael Conlon, a night watchman in the Albany freight house, was found dead, near the track, on Montgomery street, his body badly mangled.

January 25. Patrick Powers, yard master at Canandaigua, jumped from a moving freight car, and, falling upon the track, was run over and instantly killed.

February 24. A broken rail in the track, near Gates station, threw a passenger car off the track, causing injury to the following persons: Mrs. Amelia Van Valkenburgh, injured in the back; James Banta, foot badly crushed; Thos. McGovern, badly hurt in the shoulder; John P. Rumsey, injured in his back and side; Mrs. Rumsey, severely injured on her right temple, and badly bruised about her hip and arms.

April 14. An unknown man, while walking upon the track, near Fairport, was struck by the engine of a passenger train and killed.

April 27. Augustus and Frederick Fleshman attempted to cross the track, near Oneida, in a lumber wagon, directly in front of an approaching train. The engine struck the wagon and both occupants were considerably injured.

May 6. Patrick McCardell, a young man, while playing about a train at Seneca Falls, fell from a freight car, was run over and killed.

May 13. Truman Armstrong, passenger, stepped from a train at Newark, and while crossing the track to reach the depot was struck by the engine of a train coming in an opposite direction, and had one leg broken and hip dislocated.

May 14. O. S. Allen, a brakeman, while attempting to get on an engine, near Canandaigua, fell, was run over, and had one of his legs cut off.

May 19. David Hall, a brakeman, while engaged in uncoupling cars, at Rome, fell upon the track, and had both legs so badly crushed that he died.

May 19. Samuel Tier, a lad, while jumping on and off passenger cars, at Clyde, fell and had his foot crushed by an engine.

June 12. Samuel Robinson and wife crossed the track, near Oak's Corners, in a wagon, in front of an approaching train, but the horse afterward backed the wagon so near to the track that one of the cars struck the wheels and both were thrown out and injured.

June 18. Richard Moore, a child, attempted to cross the track at Skaneateles, in front of a gravel train, was run over and killed.

June 23. Lewis Kiser, a boy, while riding between two freight cars in Rochester, attempted to get off, and falling upon the track, was instantly killed.

June 24. William Mahany, a brakeman, fell between freight cars near Lock Berlin, and was instantly killed.

July 1. Charles Bohn, an employee, was found dead on the track near Newark station, his head badly crushed.

July 2. I. Billson, a boy, stepped upon the track at West Albany, and, while looking in an opposite direction, was struck by an engine and badly injured.

July 3. Peter Israelson, while walking upon the track near Port Byron, was struck by an engine and killed.

July 5. As a passenger train was approaching Oneida, a coupling broke, and in the collision that followed, O. E. Cheney had his shoulder dislocated, and Alvin D. Stewart was severely injured in his foot.

July 9. Alvin Hopson, in attempting to cross the track at Railroad Mills, two miles east of Fisher's, in a wagon was struck by an engine and instantly killed.

July 14. George A. Mitz, a child about three years of age, while playing upon the track at Manlius, was run over and killed by an express train.

July 15. Jacob Reeder, intoxicated, while walking upon the track, near Fairport, was run over and killed.

July 16. — Fitzgerald, a trackman, was struck by an engine near Byron, and badly injured.

July 23. Samuel H. Brown, while taking care of a horse in a freight car at Schenectady, was injured in the arm and hand by a collision.

August 1. Carl Zimmerman, a brakeman, was severely injured while coupling cars at Hoffman's Ferry.

August 4. Jos. Shaffer, while crossing the track at Montgomery street, Albany, in a wagon, was struck by a moving freight train and killed. Michael Rulbfelt, a boy, was in the wagon at the same time, and injured in his foot.

August 14. Thomas Hanson, a night switch-tender at Buffalo, was run over and killed.

August 18. Horatio Davis, while crossing the track near Chili, in a wagon, was struck by an engine and instantly killed. John McShane, with him at the time, had his arm crushed and was otherwise injured.

August 23. Geo. Sackett, while jumping on and off a train, at Seneca Falls, fell, was run over and killed.

August 26. John Grear, an employee, while coupling cars, at Syracuse, was injured in the hand and lost two fingers.

September 1. In a collision at Canandaigua, John Thomas, received injuries in the head and shoulder; E. Cripps had a finger broken and was otherwise injured.

September 7. John Fagan, a brakeman, while standing upon the top of a moving freight car, near Syracuse tunnel, was struck by a bridge and severely injured.

September 17. In a collision, at Lyons, three passengers were injured: Emma J. Butler, in her back, neck and side;

Mrs. Charles Claghorn, in her back, and Andrew Narebeur, slightly.

September 19. W. Van Guilder, a boy, while trying to get on a car, in motion, near Alden, was run over and killed.

September 22. George Edwards and Edward Koonrad, employees, while engaged at work in the Lewiston tunnel, were injured by falling stone.

September 28. Edward Kenally, while crossing the track at Weedsport with a team, was struck by an engine and killed.

September 30. An unknown man while walking upon the track, west of Albany Centre, was run over and killed.

September 30. J. W. Wolcott, a brakeman, fell from a freight train, near the Syracuse tunnel, and was killed.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CORNELIUS VANDERBILT.....	NEW YORK.
DANIEL TORRANCE	NEW YORK.
WM. H. VANDERBILT	NEW YORK.
HORACE F. CLARK	NEW YORK.
JAMES H. BANKER.....	NEW YORK.
AUGUSTUS SCHELL.....	NEW YORK.
SAMUEL F. BARGER... ..	NEW YORK.
H. HENRY BAXTER.....	NEW YORK.
JOSEPH HARKER	NEW YORK.
WM. A. KISSAM	NEW YORK.
CHESTER W. CHAPIN.....	SPRINGFIELD, MASS.
AMASA STONE, JR.....	CLEVELAND, OHIO.
JAMES F. JOY.....	DETROIT, MICH.

CORNELIUS VANDERBILT.....	PRESIDENT.
DANIEL TORRANCE	VICE-PRESIDENT.
EDWIN D. WORCESTER.....	TREASURER.
CHARLES WENDELL.....	ASSISTANT TREASURER.
RICHARD W. ROCHE.....	SECRETARY.
JAMES TILLINGHAST.....	GENERAL SUPERINTENDENT.
CHARLES H. FISHER.....	CHIEF ENGINEER.
M. H. St. JOHN	ASSISTANT SUPPLY AGENT.

Communications intended for this company should be addressed, Albany, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

D. TORRANCE.
CHAS. WENDELL.

RECEIVED
JAN 10 1881
NEW YORK

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